

## All Active Decision Point Report

Name:	[2] AIM Modernization Segment 1 Final Investment Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Final Investment Decision to create an AIM Modernization program that supports current and future aeronautical information service needs. Plan the evolution of Aeronautical Information Management (AIM) by allocating functionalities and assuring data integrity of systems that make up AIM.
Target CY Date:	2010 Q1
Decision Type:	Final Investment Decision (FID)
Impacts:	NONE
Required Activities:	1. Complete an integrated AIM Plan. 2. Identify AIM requirements/benefits. 3. Completion of AIM Business Case and all associated AMS documents.
System Impacts:	NONE
Legacy Systems Affected:	USNS, DINS, NDS, CARF, ERIDS, ERAM
Approving Authority:	Joint Resource Council
Lead Organization:	Aeronautical Information Management Group
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	None
Replaced By Decision Points:	None

Related Assumptions: AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 2 / 30

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Name: [30] Investment Analysis Readiness Decision for Tower Flight Data Manager 1 (TFDM1)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The decision to approve integrating existing tower systems into a unified Tower Flight Data Manager 1 (TFDM1)

Target CY Date: 2010 Q3

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: If functionality is not incorporated into TFDM1 then decision to tech refresh or draw down would be needed prior to 2017 for ARMT.

Required Activities: Completion of DSP/DFM requirements.

System Impacts: If functionality is not incorporated into TFDM1 then decision to tech refresh or draw down would be needed prior to 2017 for ARMT.

Legacy Systems Affected: ARMT, DSP/DFM, FDIO, TFMS, TFDM, TMA

Approving Authority: Joint Resource Council

Lead Organization: Terminal Automation Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-03  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Tower Flight Data Manager

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 30 / 22

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Name: [31] Final Investment Decision for Post ERAM R3 Work Package

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: An investment decision is needed to proceed with the Post ERAM R3 work package encompassing requirements for En Route objectives supporting early NextGen.

Target CY Date: 2010 Q3

Decision Type: Final Investment Decision (FID)

Impacts: Post ERAM Release 3 Work Package is central to Midterm NextGen operational concept to include variable separation, flexible boundaries, use of DataComm to carry trajectory conformance for PBN, flight object and ICAO Flight Plan, time-based metering using RNAV/RNP in Continuous Descent Approaches, "Go" button, etc.

Required Activities: 1. Replacement of radar serial data feeds with IP (IP-Radar).  
2. Replacement of INTI/INTO serial data feeds with IP.  
3. Approval of SWIM (Cx), SDS (Sx), Terminal (A1, A3).

System Impacts: Post ERAM Release 3 Work Package is central to Midterm NextGen operational concept to include variable separation, flexible boundaries, use of DataComm to carry trajectory conformance for PBN, flight object and ICAO Flight Plan, time-based metering using RNAV/RNP in Continuous Descent Approaches, "Go" button, etc.

Legacy Systems Affected: ADS-B, ECG, TMA, TDLS, FDIO, EFSTS, ARMT, DSP, SWIM

Approving Authority: Joint Resource Council

Lead Organization: En Route Automation Modernization (ERAM) Program

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Airspace and Procedures  
Enterprise Services  
Human Systems Integration  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-03  
AUTO-05  
AUTO-06  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11  
SURV-07

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 31 / 35

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Name: [33] Investment Analysis Readiness Decision for Security Integrated Tool Suite (SITS)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description:	Identify and plan integration of the specific applications along with the future for the prototype activities. Identify the mission requirements and proper allocation across the applications. Candidate applications include; Airspace Access, Special Use Airspace (MADE), TFR Builder, Flight Object attributes, and Skywatch.
Target CY Date:	2010 Q3
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	NONE
Required Activities:	1. Identify requirements for a Mission Shortfall Statement. 2. Authorize Mission Shortfall Statement.
System Impacts:	NONE
Legacy Systems Affected:	ADAPT
Approving Authority:	Joint Resource Council
Lead Organization:	Traffic Flow Management Programs Group
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	[128] Final Investment Decision for SWIM Segment 1B (Baseline for FY 11 - 13) (2009 Q2) [177] Initial Investment Decision for SITS Air Domain Security Architectures (2011 Q3) [206] Final Investment Decision for SITS Air Domain Security Architecture (2012 Q3)
Replaced By Decision Points:	None
Related Assumptions:	AUTO-05 AUTO-09 AUTO-10 AUTO-11
Related Systems:	Security Integrated Tool Suite
Update Date:	02-Mar-2010 by Keith Talbert
ID / Revision:	33 / 25

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Name: [34] Decision on Voice Bridge Contract (Align with NVS IID)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision on Voice Bridge Contract (Align with NVS IID). Determine if a Terminal Voice Switch contract is needed. Ensures short term availability of Terminal Voice Switches prior to NVS. May be enacted through extension of IVSR contract

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: ETVS/IVSR switches may experience performance degradation if bridge maintenance contract is not renewed.

Required Activities: In the short term the maintenance contract needs to be extended. For the longer term NVS will replace ETVS/IVSR switches.

System Impacts: ETVS/IVSR switches may experience performance degradation if bridge maintenance contract is not renewed.

Legacy Systems Affected: IVSR, ETVS

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: [47] Final Investment Decision for NAS Voice Switch (2012)

Replaced By Decision Points: None

Related Assumptions: COMM-03

Related Systems: Interim Voice Switch Replacement

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 34 / 18

Name:	[36] Final Investment Decision for migration of PRM to PRM-A (based on multilateration)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Since Precision Runway Monitor (PRM) systems are relatively expensive to procure and maintain multilateration (MLAT) technology is being looked at as an alternative. This is the first step toward the decision for migration of PRM to PRM-Alternate (PRM-A), based on multilateration technology. For FY 2008, funding was requested to support parallel runway operations at Detroit International Airport (KDTW) using a MLAT sensor with PRM capability. This funding will be utilized: to complete the design, testing, and commissioning of the KDTW system and to complete the construction, infrastructure support, and installation for the MLAT system at KDTW. The funding was approved with a combined JRC 2A and 2B decision by the ATO EC on/about 30 May 2007 for NAS CIP Project S08.01-01 Precision Runway Monitor (PRM)-Multilateration Technology.
Target CY Date:	2012
Decision Type:	Final Investment Decision (FID)
Impacts:	<ol style="list-style-type: none"> <li>1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.</li> <li>2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.</li> <li>3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.</li> </ol>
Required Activities:	Operational evaluations at test site; Validation of requirements.
System Impacts:	<ol style="list-style-type: none"> <li>1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.</li> <li>2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.</li> <li>3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.</li> </ol>
Legacy Systems Affected:	PRM, MLAT
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Surveillance & Broadcast Services Program Services Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety Airport

Related Decision Points: [397] Initial Investment Decision for migration of PRM to PRM-A (based on multilateration) (2011)  
[398] In-Service Decision for PRM-A (based on multi-lateration) (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: SURV-04

Related Systems: Precision Runway Monitor  
Precision Runway Monitor : Alternate  
Precision Runway Monitor : Electronic Scan

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 36 / 22

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Name: [37] IARD to Tech Refresh/SLEP wind shear detection services capability of all WS systems (to address wind shear study & technologies)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Tech Refresh to extend service life of various NAS wind shear systems, LLWAS, TDWR, and WSP (and incorporate LIDAR) by conducting a study looking at cost benefit of maintaining status quo (sustain) as well as new technologies.

Target CY Date: 2010 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Continuation of wind shear & microburst observations/warnings at airports

Required Activities: ATO-T Wx (now under AJW-4) develops business case and briefing to JRC in conjunction with ATO-P SE

System Impacts: Continuation of wind shear & microburst observations/warnings at airports

Approving Authority: Joint Resource Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: NextGen Integration & Implementation Office  
Weather Sensors Group  
Technical Operations Navigation Services Office



Primary Roadmap: Weather

Related Roadmaps: Safety  
Airport

Related Decision Points: [443] IID to Tech Refresh/SLEP wind shear detection services of all WS systems (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: WX-02  
WX-04

Related Systems: Laser Imaging Detection and Ranging  
Low-Level Windshear Alert System : Model 2

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 37 / 33

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Name: [38] Executive Level Decision to transition WMSCR Comms functionality to web access via NNEW WP2 & ALDARS Comms functionality to NNEW WP2

State: Active

High Priority? No

Planning / Placeholder? No

Description: Communications functionality of AWOS Data Acquisition System (ADAS) and the Weather Message Switching Center Replacement (WMSCR) system are candidates for inclusion into NNEW WP2. AWOS stands for the Automated Weather Observing System.

Target CY Date: 2011

Decision Type: Executive Level

Impacts: Impact should be transparent to user community and actually provide easier access to WMSCR products such as NOTAMs or airport observations.

Required Activities: AJW-4 develop business case and briefing to JRC; ATO-P (SE) assist

System Impacts: Impact should be transparent to user community and actually provide easier access to WMSCR products such as NOTAMs or airport observations.

Legacy Systems Affected: WMSCR, ADAS & SWIM

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Enterprise Services

Related Decision Points: [130] Selection of SWIM Segment 2 candidates. (2009 Q3)  
[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 38 / 19

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Name: [40] Initial Investment Decision to acquire & deploy initial phase of Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Begins the process of reducing aircraft separation during take offs on CSPR Runways to mitigate decreased airport acceptance rates (AAR) due to increased separation for trailing aircraft from large aircraft. Called Wake Turbulence Mitigation for Departure (WTMD).

Target CY Date: 2011 Q1

Decision Type: Initial Investment Decision (IID)

Impacts: Allows 6 to 10 more arrivals per hours to Lambert-St. Louis Int. Airport (KSTL) during non-VFR weather conditions.

Required Activities: Likely modification to existing air traffic control (ATC) procedures, hazard identification, safety analysis, drafting and coordination and approval of Safety Risk Management document for waiver.

System Impacts: Allows 6 to 10 more arrivals per hours to Lambert-St. Louis Int. Airport (KSTL) during non-VFR weather conditions.

Legacy Systems Affected: Terminal automation for WT display.

Approving Authority: Joint Resource Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Weather Sensors Group  
Operation Services Group

Primary Roadmap: Weather

Related Roadmaps: Automation  
Safety  
Weather  
Airport

Related Decision Points: [61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (2015)  
[93] Rulemaking decision for equipage of Weather Sensors and Wake Turbulence implementation (2018)  
[140] Decision on Enhanced Weather Sensors to support enhanced wx observations and forecasting (2010 Q3)  
[174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck (2012)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Dec-2009 by James Grant

ID / Revision: 40 / 22

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Name: [44] Time Based Flow Management (TBFM)/Integrated Enterprise Solution (IES) Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: TBFM is to be enhanced with greater integration with TFM and ATC capabilities.

Target CY Date: 2012

Decision Type: Initial Investment Decision (IID)

Impacts: Post ERAM R3, CATMT WP2

Required Activities: Alternative assessment

System Impacts: Post ERAM R3, CATMT WP2

Legacy Systems Affected: TMA, ERAM, TFMS

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Systems Engineering & Safety Office

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [57] TBFM/IES Final Investment Decision (2013)  
[357] TBFM/IES Investment Analysis Readiness Decision (2011 Q4)  
[372] TBFM/IES Concept and Requirements Definition Readiness Decision (2011)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Time Based Flow Management : Integrated Enterprise Solution

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 44 / 23

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Name: [46] Tower Flight Data Manager 1 (TFDM1) Final Investment Decision

State: Active

High Priority?	Yes
Planning / Placeholder?	No
Description:	Consolidate several Terminal flight data processor functions (EFSTS, SMA, ARMT, FDIO, etc.) into one Terminal Flight Data Manager and limited Decision Support Tools (DST)
Target CY Date:	2012 Q3
Decision Type:	Final Investment Decision (FID)
Impacts:	1. Synchronize TDDS and TFDM with ERAM and TFMS development. 2. ERAM, SWIM & DataCom programs are on track.
Required Activities:	1. Exchange flight and flow data using TDDS. 2. Identify flight data functions to be consolidated into TFDM.
System Impacts:	1. Synchronize TDDS and TFDM with ERAM and TFMS development. 2. ERAM, SWIM & DataCom programs are on track.
Legacy Systems Affected:	EFSTS, AEFS, ARMT, DSP, FDIO, TDLS (PDC), ASDE-X, SWIM
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Automation Group
Supporting Orgs:	En Route Automation Modernization (ERAM) Program Traffic Flow Management Programs Group
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	[115] Approve Tower Flight Data Manager 1 Initial Investment Decision (2011 Q3)
Replaced By Decision Points:	None
Related Assumptions:	AUTO-01 AUTO-02 AUTO-03 AUTO-05 AUTO-06 AUTO-08 AUTO-09 AUTO-10 AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 46 / 24

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Name: [47] Final Investment Decision for NAS Voice Switch

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Provides air/ground and ground/ground voice communications services for controllers, at new and existing facilities, including GSDFs, ARTCCs, TRACONs and Towers.

Target CY Date: 2012

Decision Type: Final Investment Decision (FID)

Impacts: NextGen objective to dynamically match ATC assets to ATC dynamically changing needs will not be realized.

Required Activities:

- Analyze flexible comm enterprise architecture (EA) with business case focus
- Develop alternate transition strategies
- Study voice usage
- Determine that RCE can be effectively integrated into NVS program.

System Impacts: NextGen objective to dynamically match ATC assets to ATC dynamically changing needs will not be realized.

Legacy Systems Affected: RCE

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: Air-Ground Communications Solution Development Group

Primary Roadmap: Communications

Related Roadmaps: Safety

Related Decision Points: [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)  
[34] Decision on Voice Bridge Contract (Align with NVS IID) (2010 Q3)  
[183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)  
[186] Policy Decision-Synchronize aircraft equipage with ground infrastructure and acquisition (2010 Q3)  
[203] Flight Service, AFSM Voice System Provisioning Coordination with NVS (2012 Q1)  
[204] Flight Service, AFSM Interim Voice Switch Final Investment Decision (New for Communications Roadmap) (2011)

Replaced By Decision Points: None

Related Assumptions: COMM-03

Related Systems: NAS Voice System

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 47 / 21

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Name: [48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube

State: Active

High Priority? No

Planning / Placeholder? No

Description: This Decision is to fund the FAA portion of the 4-D Wx Cube, which will likely have FAA, NWS and DoD providing funds.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: 4D weather Cube crucial to NextGen Wx CONOPS re a "single authoritative source of Wx data/information".

Required Activities: ATO-P (SE) and AJW-4 (new Weather group formed end of FY09) work closely with NWS & DoD to develop business case and briefing to EC/JRC; some involvement from JPDO Weather Group. Also, NWS has indicated that they were going to "stand up" the 4-D Wx Cube, however don't believe details of that are available as of this date.

System Impacts: 4D weather Cube crucial to NextGen Wx CONOPS re a "single authoritative source of Wx data/information".

Legacy Systems Affected: NextGen Wx Processor WP1/CIWS/ITWS and most sensors

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation

Related Decision Points: [42] Decision to mandate weather sensor (MDCRS/TAMDAR) equipage on aircraft (Jetliners first, then Taxi/Commuter, small aircraft later) [NAS EA Roadmap (Wx)] (2009)  
[89] Final Investment Decision for NextGen Wx Processor WP1 (2012 Q4)  
[130] Selection of SWIM Segment 2 candidates. (2009 Q3)  
[212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability (2020)  
[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: WX-09  
WX-10

Related Systems: None

Update Date: 01-Dec-2009 by James Grant

ID / Revision: 48 / 18

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Name: [49] Strategy to Obtain and Disseminate Total Lightning Data

State: Active

High Priority? No

Planning / Placeholder? No

Description: Acquiring of Total Lightning data adds inter/intra cloud lightning data as only ground strokes currently provided today and that is to automated surface observing systems--ASOS, AWOS & AWSS. Earlier detection of thunder-storm activity in vicinity of airports provides add'l warning of lightning and thunderstorms for ATC and for airport ramp operators (e.g., refueling Ops, etc).

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: This new data source improves early thunderstorm detection capability to automated surface observing systems plus enhances thunderstorm detection where weather radars cannot detect heavy precipitation or hail associated with thunderstorms (in mountainous regions); also improves forecast products for thunderstorm & turbulence.



Required Activities: AJP-B3 develop business case working with AJW-47 for Ec Brfgs and to look at interface issues with ASWON Program and how NNEW will handle ingest/dissemination via Cube; ATO-P (SE) assistance to extract site requirements from functional analysis

System Impacts: This new data source improves early thunderstorm detection capability to automated surface observing systems plus enhances thunderstorm detection where weather radars cannot detect heavy precipitation or hail associated with thunderstorms (in mountainous regions); also improves forecast products for thunderstorm & turbulence.

Legacy Systems Affected: ASOS, AWOS, AWSS, ITWS, CIWS, IDS, ERAM/DSR

Approving Authority: Executive Council

Lead Organization: Terminal Finance and Program Office

Supporting Orgs: Aviation Weather Office

Primary Roadmap: Weather

Related Roadmaps: Airport

Related Decision Points: [26] EC Strategy Decision to outsource existing ASOS maintenance contract [with NWS] (2008 Q4)  
[85] Investment Decision (IARD) to Consolidate & Replace Automated Surface Observing Systems (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Surface Observing System  
Automated Weather Observing System  
Automated Weather Observing System/Automated Surface Observing System Data Acquisition System  
Automated Weather Sensor System  
Integrated Terminal Weather System  
National Lightning Detection Network  
NextGen Network Enabled Weather  
Weather and Radar Processor

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 49 / 20

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Name: [53] Agency policy published on Navigation future configuration to be GNSS-based

State: Active

High Priority? No

Planning / Placeholder? No

Description: Agency decision for GNSS-based, removal of certain GA VOR requirement.

Target CY Date: 2010 Q4

Decision Type: FAA Policy

Impacts: Legacy aircraft equipage may require agency to maintain ground-based Nav aids longer then planned requiring a sustainment program.

Required Activities: Decision to drawdown VOR's.

System Impacts: Legacy aircraft equipage may require agency to maintain ground-based Nav aids longer then planned requiring a sustainment program.

Legacy Systems Affected: NONE

Approving Authority: Service Director

Lead Organization: Aircraft Certification Service - Avionic Systems Branch

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: [5] VOR decision for drawdown based on GNSS (2007)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Global Navigation Satellite System

Update Date: 02-Mar-2010 by David Bartlett

ID / Revision: 53 / 15

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Name: [57] TBFM/IES Final Investment Decision

State: Active

High Priority?	Yes
Planning / Placeholder?	No
Description:	TBFM is to be enhanced with greater integration with TFM and ATC capabilities.
Target CY Date:	2013
Decision Type:	Final Investment Decision (FID)
Impacts:	Post ERAM R3, CATMT WP2, TBFM
Required Activities:	NONE
System Impacts:	Post ERAM R3, CATMT WP2, TBFM
Legacy Systems Affected:	CATM, ERAM, TBFM
Approving Authority:	Joint Resource Council
Lead Organization:	Traffic Flow Management Programs Group
Supporting Orgs:	En Route Automation Modernization (ERAM) Program Systems Engineering & Safety Office
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	[44] Time Based Flow Management (TBFM)/Integrated Enterprise Solution (IES) Initial Investment Decision (2012) [357] TBFM/IES Investment Analysis Readiness Decision (2011 Q4) [372] TBFM/IES Concept and Requirements Definition Readiness Decision (2011)
Replaced By Decision Points:	None
Related Assumptions:	AUTO-04 AUTO-05 AUTO-06 AUTO-09 AUTO-10 AUTO-11
Related Systems:	None
Update Date:	08-Mar-2010 by Keith Talbert

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Name:	[61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	This initial capability entails a procurement package & program baseline to determine when to allow dependent ILS approaches for all aircraft pairs on Closely Spaced Parallel Runways (CSPR)
Target CY Date:	2015
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	Depending on allowed WT separation reduction between arriving/departing pairs, 2-10 more operations per runway/hour possible
Required Activities:	Develop, build, install H/W & adapt S/W to airport environment parameters, training & certification of WTMA service; demo prototype
System Impacts:	Depending on allowed WT separation reduction between arriving/departing pairs, 2-10 more operations per runway/hour possible
Legacy Systems Affected:	ASOS, Wx from aircraft, ATCT display of decision support capability. ITWS as it would likely provide wind data to WTMA algorithms
Approving Authority:	Joint Resource Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	Advanced Technology Development & Prototyping Group Integration Managers Group Operation Services Group Chief System Engineer Group
Primary Roadmap:	Weather
Related Roadmaps:	Automation Safety Weather Airport

Related Decision Points: [40] Initial Investment Decision to acquire & deploy initial phase of Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR) (2011 Q1)  
[93] Rulemaking decision for equipage of Weather Sensors and Wake Turbulence implementation (2018)  
[140] Decision on Enhanced Weather Sensors to support enhanced wx observations and forecasting (2010 Q3)  
[174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck (2012)  
[212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability (2020)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 14-Dec-2009 by James Grant

ID / Revision: 61 / 19

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Name: [65] Common Information Display Systems (IDS) capability in En Route and Terminal Final Investment Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: Plan for procurement or development of a common display for IDS in Terminal and EnRoute.

Target CY Date: 2014

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: ACE-IDS, SAIDS, ERIDS

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [109] Architectural Decision to Pursue a Common Information Display System (IDS) (2010 Q3)  
[385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal (2013)  
[605] Investment Analysis Readiness Decision of common Information Display Systems (IDS) capability in En Route and Terminal (2012)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 65 / 24

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Name: [67] Approval of offshore implementation long term plan

State: Active

High Priority? No

Planning / Placeholder? No

Description: CERAP automation systems are reaching EOSL and require replacement of the both the FDP and SDP processors. Both ATOP and ERAM represent candidate replacements as they contain both FDP and SDP capabilities.

Target CY Date: 2010 Q4

Decision Type: Executive Level

Impacts: CERAP and Anchorage Ocean operations.

Required Activities: Conduct Alternative Assessment to establish CERAP automation EOSL dates, requirements, shortfalls and replacement alternatives.

System Impacts: CERAP and Anchorage Ocean operations.

Legacy Systems Affected: OFDPS, FDP2K, MEARTS, ATOP, ERAM

Approving Authority: Executive Council

Lead Organization: Program Operations Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [338] ATOP NG (2009 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 67 / 20

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Name: [68] Decision to support NASE integration with AIM

State: Active

High Priority? No

Planning / Placeholder? No

Description: Continuing on the AIM Modernization and Consolidation efforts

Target CY Date: 2012

Decision Type: Executive Level

Impacts: NONE

Required Activities: Analysis to support the integration of the NASE functional requirements

System Impacts: NONE

Legacy Systems Affected: NASE, AIM

Approving Authority: Executive Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Aeronautical Information Management Modernization

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 68 / 13

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Name: [69] Approved Cat I Instrument Approach policy Allows Cat I Drawdown

State: Active

High Priority? No

Planning / Placeholder? No

Description: The strategy is to support CAT I precision approach capability from space using GPS/WAAS. Based on that, we need to decide when and how to begin drawing down ILSs that we no longer need. The drawdown could take the form of decommissioning or divestment. Rulemaking may be required.

Target CY Date: 2012

Decision Type: FAA Policy



Impacts: CAT I ILSs that are not divested will require sustainment/ replacement.

Required Activities: Concepts and criteria need to be developed for determining which ILS to retain and which to divest, and in what order.

System Impacts: CAT I ILSs that are not divested will require sustainment/ replacement.

Legacy Systems Affected: ILS

Approving Authority: Service Director

Lead Organization: ATO-W Navigation Services

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Air / Ground  
Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Instrument Landing System : Category I  
Instrument Landing System Avionics  
Localizer

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 69 / 18

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Name: [70] Acquisition Decision to establish a Federal Procurement for Ground Based Augmentation System (GBAS) CAT II/III capable systems under the Local Area Augmentation System (LAAS) Program

State: Active

High Priority? Yes

Planning / Placeholder?	No
Description:	This issue is what FAA's responsibilities should be regarding the provision of Category (CAT) II and CAT III precision approach services. The FAA's GBAS system is called the Local Area Augmentation System (LAAS). Development work for CAT II and III GBAS-based services should be completed in 2012. The decision whether there will be a federal procurement of the LAAS will be made at that time.
Target CY Date:	2012 Q4
Decision Type:	Final Investment Decision (FID)
Impacts:	If CAT II/III ILS and lighting systems are not divested, they will require sustainment/ replacement.
Required Activities:	Statutory changes
System Impacts:	If CAT II/III ILS and lighting systems are not divested, they will require sustainment/ replacement.
Legacy Systems Affected:	ILS, LAAS, Lighting Systems
Approving Authority:	Joint Resource Council
Lead Organization:	ATO-W Navigation Services
Supporting Orgs:	Technical Operations Navigation Services Office
Primary Roadmap:	Navigation
Related Roadmaps:	Aircraft Air / Ground Facilities Safety Airport
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	NAV-01 NAV-02 NAV-03 NAV-04
Related Systems:	Local Area Augmentation System (Ground Based Augmentation System) Category II/III
Update Date:	19-Feb-2010 by Charles Horne
ID / Revision:	70 / 20

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Name:	[74] Approve FTI Re-Compete Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Mandatory re-compete of the FAA Teleco services contract
Target CY Date:	2013
Decision Type:	Final Investment Decision (FID)
Impacts:	Delay in recompeting the FTI contract will have a cost impact as a sole source bridge contract for FTI-1 will probably be necessary.
Required Activities:	Studies of possible alternatives and cost, investment analysis needed
System Impacts:	Delay in recompeting the FTI contract will have a cost impact as a sole source bridge contract for FTI-1 will probably be necessary.
Legacy Systems Affected:	NVS, ERAM, TDLS, STARS, WARP, WINS, ADAS, WMSCR, NNEW, TWIP...
Approving Authority:	Joint Resource Council
Lead Organization:	Telecommunications Services Group
Supporting Orgs:	None
Primary Roadmap:	Communications
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	[214] Determine to Sustain or Decommission LDRCL (2013) [216] Determine to Sustain NMR or incorporate it into FTI-2 (2016)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	FAA Telecommunications Infrastructure

Update Date: 01-Mar-2010 by George Masiuk

ID / Revision: 74 / 15

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Name:	[75] En Route Automation NextGen Mid-Term Work Package Initial Investment Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Business case and requirements developed for an En Route automation IID including identification of performance gaps and alternatives to address gaps, with preliminary cost, schedule and benefit estimates for alternatives.
Target CY Date:	2014
Decision Type:	Initial Investment Decision (IID)
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	ERAM
Approving Authority:	Joint Resource Council
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	En Route Automation Modernization (ERAM) Program Traffic Flow Management Programs Group Terminal Automation Group Technical Operations Navigation Services Office
Primary Roadmap:	Automation
Related Roadmaps:	Human Systems Integration Safety
Related Decision Points:	[111] En Route Automation NextGen Mid-Term Work Package Final Investment Decision (2015) [360] En Route Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012) [361] En Route Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision (2013)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: En Route Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 75 / 28

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Name: [76] Final Investment Decision for removal or SLEP/replace ASDE surface primary radars (evolving requirements for safety and security may impact decision)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Airport Surface Detection Equipment (ASDE) primary radars have significant technical shortcomings and are costly to maintain. Replacement with multilateration (MLAT) in combination with Automatic Dependent Surveillance-Broadcast (ADS-B) is being investigated.

Target CY Date: 2013

Decision Type: Final Investment Decision (FID)

Impacts: 1. A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Required Activities: 1. ADS-B equippage mandate approved  
2. Certification of ADS-B for surface surveillance of airport movement areas

System Impacts: 1. A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Legacy Systems Affected: ASDE-3, ASDE-X

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: [178] JRC Initial Investment Decision for Low Cost Ground Surveillance (LCGS) System (2009 Q4)  
[400] Initial Investment Decision for removal or SLEP/replace ASDE surface primary radars (2012)

Replaced By Decision Points: None

Related Assumptions: SURV-01  
SURV-03

Related Systems: Airport Surface Detection Equipment : Model 3  
Airport Surface Detection Equipment : Model X

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 76 / 17

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Name: [77] Initial investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision on implementing the Next Generation primary radar systems for en route and terminal areas, which includes weather surveillance. This decision is dependent on the decision for the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Target CY Date: 2016 Q1

Decision Type: Initial Investment Decision (IID)

Impacts: Legacy primary radars would be replaced. If not replaced wind shear capability lost at 38 airports

Required Activities: ADS-B mandate approved

System Impacts: Legacy primary radars would be replaced. If not replaced wind shear capability lost at 38 airports

Legacy Systems Affected: ASR-8, 9, 11, WSP, CIWS, ITWS

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Comm, Surveillance, Weather and Facilities Grp  
Systems Engineering & Safety Office  
Aviation Weather Office  
Terminal Program Operations Office

Primary Roadmap: Surveillance

Related Roadmaps: Enterprise Services  
Safety  
Weather  
Airport

Related Decision Points: [104] Final Investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC (2017)  
[407] Investment Analysis Readiness Decision for NextGen Surveillance and Weather Radar Capability (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: WX-12

Related Systems: Airport Surveillance Radar - Weather System Processor  
NextGen Surveillance and Weather Radar Capability

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 77 / 20

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Name: [78] Initial Investment Decision to implement a NextGen beacon/backup radar system for ATC

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision on implementing the Next Generation beacon systems for en route and terminal areas. This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

Target CY Date: 2016 Q1

Decision Type: Initial Investment Decision (IID)

Impacts: Legacy beacon or secondary radars would be replaced.

Required Activities: ADS-B mandate approved

System Impacts: Legacy beacon or secondary radars would be replaced.

Legacy Systems Affected: Mode S, ATCBI-4/5/6, collocated ASR-8/9

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Comm, Surveillance, Weather and Facilities Grp  
Aviation Weather Office  
Terminal Surveillance Group  
Terminal Weather Group

Primary Roadmap: Surveillance

Related Roadmaps: Air / Ground  
Enterprise Services  
Safety

Related Decision Points: [17] TCAS Research (2009)  
[105] Final Investment Decision to implement a NextGen beacon/backup radar system for ATC (2017)  
[152] Cooperative Surveillance Concept (SC-218, including TCAS concept) (2010 Q3)  
[409] Investment Analysis Readiness Decision for New Beacon/Backup System (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Mode Select  
NextGen Backup Surveillance Capability

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 78 / 17



State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	First of several Investment Decisions leading up to implementation of the NextGen Wx Processor Work Package 1 (WP1) and NNEW WP1
Target CY Date:	2010 Q1
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	Initial baseline of the NextGen Wx Processor WP1; NextGen weather requirements.
Required Activities:	AJP-B2 work with ATO-F to resolve issues re alternatives and the IAP; prepare briefings for JRC (IARD).
System Impacts:	Initial baseline of the NextGen Wx Processor WP1; NextGen weather requirements.
Legacy Systems Affected:	WARP and NextGen Wx Processor WP1
Approving Authority:	Joint Resource Council
Lead Organization:	New Weather Capabilities Group
Supporting Orgs:	NextGen Integration & Implementation Office Technical Operations Navigation Services Office
Primary Roadmap:	Weather
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	[86] Investment Decision (IID) for NextGen Wx Processor WP1 (includes CIWS functionality, NG WARP functionality & NNEW WP1 functionality (includes WARP WINS & FBWTG)) (2011 Q4)
Replaced By Decision Points:	None
Related Assumptions:	WX-01 WX-06 WX-07 WX-08 WX-11
Related Systems:	4-D Weather Cube NextGen Weather Processor

Update Date: 04-Mar-2010 by Robert Showalter

ID / Revision: 79 / 28

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Name:	[81] VOR decision on far-term drawdown
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Based on the initial drawdown decision and the continued evolution toward a GNSS-based navigation infrastructure, decide whether we should completely remove VORs from the inventory.
Target CY Date:	2015
Decision Type:	FAA Policy
Impacts:	If a complete VOR draw-down is not achieved, the remaining systems will need to be sustained/ replaced. Depending on the length of the transition, even VORs that are divested may need to be sustained/ replaced.
Required Activities:	Further consensus-building is needed to determine the required level of backup/redundant service, especially for GA aircraft. If a decision is made to completely withdraw VORs, rulemaking may be required.
System Impacts:	If a complete VOR draw-down is not achieved, the remaining systems will need to be sustained/ replaced. Depending on the length of the transition, even VORs that are divested may need to be sustained/ replaced.
Legacy Systems Affected:	VOR
Approving Authority:	Service Director
Lead Organization:	ATO-W Navigation Services
Supporting Orgs:	Technical Operations Navigation Services Office
Primary Roadmap:	Navigation
Related Roadmaps:	Aircraft Air / Ground Facilities Airport
Related Decision Points:	None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Very High Frequency Omnidirectional Range

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 81 / 17

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Name: [83] Transition to NextGen Far Term automation platforms and display subsystem through convergence Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Reduce the number and types of automation systems and displays in the NAS by integrating functionalities.

Target CY Date: 2017

Decision Type: Initial Investment Decision (IID)

Impacts: 1. Integration will be phased in gradually to restrict impacts.

Required Activities: 1. A single set of requirements documents will be generated from this decision.  
2. Alternative architectures will be identified and assessed.

System Impacts: 1. Integration will be phased in gradually to restrict impacts.

Legacy Systems Affected: ATOP, FDP2K, MEARTS, ERAM, STARS, ARTS IIIE, DSR

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Chief System Engineer Group  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [80] Decision supporting AIM integration (2015)  
[88] Executive Level Decision to move ADAS/ALDARS functionality to NNEW WP2 (2018)  
[110] Approve final investment for transition to NextGen automation platforms and display subsystem through convergence (2018)  
[364] Transition to NextGen Far Term automation platforms and display subsystem through convergence Concept and Requirements Definition  
Readiness Decision (2015)  
[365] Transition to NextGen Far Term automation platforms and display subsystem through convergence Investment Analysis Readiness Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: NextGen Far-Term Work Package

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 83 / 21

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Name: [85] Investment Decision (IARD) to Consolidate & Replace Automated Surface Observing Systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to consolidate functionality of automated surface observing systems (ASOS, AWOS, AWSS & SAWS including F-420 and DASI) into a single system that is to be obtained and implemented the NextGen Surface Observing Capability to support NextGen

Target CY Date: 2013

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Airport Sfc Obs absolutely essential for flight planning, landings, and take offs (as well as TAFs and model input for NWS).

Required Activities: AJW-4 (formerly ATO-T (Wx)) conduct business case and briefing to EC/JRC with assist from ATO-P (SE and Avn Wx office).  
If Decision Point 141 is to "not outsource", then Investment Decision needed to consolidate & replace automated surface observing systems

System Impacts: Airport Sfc Obs absolutely essential for flight planning, landings, and take offs (as well as TAFs and model input for NWS).

Approving Authority: Joint Resource Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Weather Sensors Group  
Chief System Engineer Group

Primary Roadmap: Weather

Related Roadmaps: Safety  
Airport

Related Decision Points: [26] EC Strategy Decision to outsource existing ASOS maintenance contract [with NWS] (2008 Q4)  
[49] Strategy to Obtain and Disseminate Total Lightning Data (2010 Q3)  
[88] Executive Level Decision to move ADAS/ALDARS functionality to NNEW WP2 (2018)  
[445] IID to consolidate and replace automated surface observing capability with multi-agency NextGen Surface Observing capability (2015)

Replaced By Decision Points: None

Related Assumptions: AC-04  
WX-02  
WX-12

Related Systems: Automated Surface Observing System  
Automated Weather Observing System  
Automated Weather Observing System/Automated Surface Observing System Data Acquisition System  
Automated Weather Sensor System  
Digital Altimeter Setting Indicator  
F-420  
Stand Alone Weather Sensor

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 85 / 27

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Name: [86] Investment Decision (IID) for NextGen Wx Processor WP1 (includes CIWS functionality, NG WARP functionality & NNEW WP1 functionality (includes WARP WINS & FBWTG))

State: Active

High Priority? Yes

Planning / Placeholder? No

Description:	This will entail Investment Analysis activity to look at alternatives to field NWP WP1 and incorporate the functionality of WARP and forecast capabilities of CIWS as well as ingest surface-based observing data that is needed and also to field modules of NNEW (4D Wx Cube/SAS).
Target CY Date:	2011 Q4
Decision Type:	Initial Investment Decision (IID)
Impacts:	Continuation of WARP functionality - e.g., dissemination of (1) products to TMUs, (2) constructing NEXRAD mosaics to ATC on DSR, (3) sharing of products among various ARTCCs & ATCSCC, (4) WINS functionality to NNEW for dissemination and (5) ingesting & disseminating model data, MDCRS & AWC products (FBWTG) as well as NNEW functionality (4D Wx Cube/SAS, etc)
Required Activities:	AJW-4 workups with assist from ATO-P (SE & Avn Wx Ofc) in preparation for IID and provide briefings to EC/JRC
System Impacts:	Continuation of WARP functionality - e.g., dissemination of (1) products to TMUs, (2) constructing NEXRAD mosaics to ATC on DSR, (3) sharing of products among various ARTCCs & ATCSCC, (4) WINS functionality to NNEW for dissemination and (5) ingesting & disseminating model data, MDCRS & AWC products (FBWTG) as well as NNEW functionality (4D Wx Cube/SAS, etc)
Legacy Systems Affected:	WARP
Approving Authority:	Joint Resource Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	New Weather Capabilities Group Weather Processors Group Technical Operations Navigation Services Office
Primary Roadmap:	Weather
Related Roadmaps:	Automation Enterprise Services Safety
Related Decision Points:	[27] Investment Decision for ITWS (2008) [79] Investment Analysis Readiness Decision (IARD) for NextGen Wx Processor WP1 and NNEW WP1 to enter IA (2010 Q1) [89] Final Investment Decision for NextGen Wx Processor WP1 (2012 Q4)
Replaced By Decision Points:	None
Related Assumptions:	WX-01 WX-06 WX-07 WX-08 WX-11 WX-14
Related Systems:	4-D Weather Cube NextGen Network Enabled Weather NextGen Weather Processor Weather and Radar Processor

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 86 / 26

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Name: [88] Executive Level Decision to move ADAS/ALDARS functionality to NNEW WP2

State: Active

High Priority? No

Planning / Placeholder? No

Description: With this decision, all ADAS functionality would be completely subsumed [including lightning processing] into NNEW WP2

Target CY Date: 2018

Decision Type: Executive Level

Impacts: ADAS/ALDARS would need a Tech Refresh by this time if NNEW WP2 cannot subsume functionality

Required Activities: AJW-4 and ATO-P (SE & Avn Wx Ofc) work together to develop business case and briefing to the EC/JRC

System Impacts: ADAS/ALDARS would need a Tech Refresh by this time if NNEW WP2 cannot subsume functionality

Legacy Systems Affected: NAP 1 and ADAS/ALDARS

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Aviation Weather Office

Primary Roadmap: Weather

Related Roadmaps: Automation

Related Decision Points: [26] EC Strategy Decision to outsource existing ASOS maintenance contract [with NWS] (2008 Q4)  
[83] Transition to NextGen Far Term automation platforms and display subsystem through convergence Initial Investment Decision (2017)  
[85] Investment Decision (IARD) to Consolidate & Replace Automated Surface Observing Systems (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 88 / 16

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Name: [89] Final Investment Decision for NextGen Wx Processor WP1

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: This will involve more rigorous analysis activity from that of JRC-2B to for NextGen Wx Processor WP1 to describe necessary functions/requirements for the NextGen Wx Processor WP1

Target CY Date: 2012 Q4

Decision Type: Final Investment Decision (FID)

Impacts: If not fielded, weather support to en route ATC could be in jeopardy as WARP likely unsupportable by this timeframe; forecasts of convection and other impacting Wx that are crucial to optimizing traffic flow automation may not be generated in useable form

Required Activities: AJW-4 and ATO-P (SE & Avn Wx Ofc) work together to prepare briefings to JRC

System Impacts: If not fielded, weather support to en route ATC could be in jeopardy as WARP likely unsupportable by this timeframe; forecasts of convection and other impacting Wx that are crucial to optimizing traffic flow automation may not be generated in useable form

Legacy Systems Affected: WARP

Approving Authority: Joint Resource Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Weather Policy and Requirements Group  
Weather Processors Group  
Technical Operations Navigation Services Office

Primary Roadmap: Weather



Related Roadmaps: Automation  
Enterprise Services  
Safety

Related Decision Points: [27] Investment Decision for ITWS (2008)  
[48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube (2010 Q3)  
[59] Evaluate SWIM Air Capability (2010 Q3)  
[86] Investment Decision (IID) for NextGen Wx Processor WP1 (includes CIWS functionality, NG WARP functionality & NNEW WP1 functionality (includes WARP WINS & FBWTG)) (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: WX-01  
WX-06  
WX-07  
WX-08  
WX-11  
WX-16

Related Systems: 4-D Weather Cube  
NextGen Network Enabled Weather  
NextGen Weather Processor  
Weather and Radar Processor

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 89 / 24

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Name: [93] Rulemaking decision for equipage of Weather Sensors and Wake Turbulence implementation

State: Active

High Priority? No

Planning / Placeholder? No

Description: This capability allows aircrew to "visualize" in all Wx conditions the WT hazard zones associated with adjacent and approaching aircraft and to self separate from that hazard zone.

Target CY Date: 2018

Decision Type: FAA Policy

Impacts: Will enable NextGen concepts of dynamic self-separation, air corridor & super density operations

Required Activities: Review of benefits, safety feasibility assessment, feasibility prototype demos for oceanic, enroute & terminal airspace, plus development of avionics Func'l Reqmt's

System Impacts:	Will enable NextGen concepts of dynamic self-separation, air corridor & super density operations
Legacy Systems Affected:	Ground based & air based weather observing systems as well as transmission and data correlation system. ITWS also likely affected
Approving Authority:	NULL
Lead Organization:	AVS
Supporting Orgs:	None
Primary Roadmap:	Aircraft
Related Roadmaps:	Weather Airport
Related Decision Points:	[29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1) [40] Initial Investment Decision to acquire & deploy initial phase of Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR) (2011 Q1) [61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (2015) [174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck (2012) [183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4) [185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)
Replaced By Decision Points:	None
Related Assumptions:	WX-05
Related Systems:	None
Update Date:	30-Oct-2009 by Don Embt
ID / Revision:	93 / 11

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Name:	[94] Decision on complete ILS CAT I drawdown
State:	Active
High Priority?	No
Planning / Placeholder?	No

Description: Based on the initial drawdown decision and the continued evolution toward a GNSS-based navigation infrastructure, decide whether we should completely remove ILS from the inventory.

Target CY Date: 2020

Decision Type: FAA Policy

Impacts: CAT I ILSs that are not divested will require sustainment/ replacement.

Required Activities: Decision needs to be deliberated with the aviation community.

System Impacts: CAT I ILSs that are not divested will require sustainment/ replacement.

Legacy Systems Affected: ILS

Approving Authority: Service Director

Lead Organization: ATO-W Navigation Services

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Instrument Landing System : Category I  
Instrument Landing System Avionics

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 94 / 15

State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	A decision will be made as to replacement of ASR-11 system primary and secondary radar components with a New Primary Radar system if an earlier decision is made to procure a New Primary or NextGen radar system. Future aviation security and ADS-B Backup Strategies will impact this decision.
Target CY Date:	2024 Q2
Decision Type:	Final Investment Decision (FID)
Impacts:	Determine whether to replace ASR-11 terminal primary radars with the New Primary Radar. Decision made to perform a technology refresh update for the ASR-11 at DP # 256 in 2013.
Required Activities:	Decision made on implementation of the NEXTGEN New Primary Radar system at DP # 104.
System Impacts:	Determine whether to replace ASR-11 terminal primary radars with the New Primary Radar. Decision made to perform a technology refresh update for the ASR-11 at DP # 256 in 2013.
Legacy Systems Affected:	ASR-11
Approving Authority:	Joint Resource Council
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	Terminal Surveillance Group
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety Airport
Related Decision Points:	[91] Investment Decision to SLEP following: 1) Wind Shear systems, 2) ASR-9/11 Wx Channel and 3) NEXRAD; or replace them with a NextGen Wx Surveillance Capability (2018) [99] Decision for ASR-11 Technology Refresh Segment 1 Final Investment Decision (2008 Q2)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Airport Surveillance Radar : Model 11 Digital Airport Surveillance Radar

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 95 / 15

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Name: [96] Decision for replacement of en route beacons (ATCBI-6)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. A SLEP will be required for the ASR-9.

Target CY Date: 2024

Decision Type: Final Investment Decision (FID)

Impacts: ATCBI-6 systems would be replaced in the en route and terminal areas.

Required Activities: Decision made on implementation of the NEXTGEN beacon system at DP # 78 and # 105.  
Decision made to perform a SLEP or technology refresh on the ATCBI-6 at DP # 103 in 2014.

System Impacts: ATCBI-6 systems would be replaced in the en route and terminal areas.

Legacy Systems Affected: ATCBI-6

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 6

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 96 / 12

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Name: [97] Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025. A limited number of secondary and all terminal radar systems will be retained based on the ADS-B backup strategy.

Target CY Date: 2010 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: Extend service life and address maintenance support issues for ASR-9 systems.

Required Activities: Validate SLEP requirements

System Impacts: Extend service life and address maintenance support issues for ASR-9 systems.

Legacy Systems Affected: ASR-9, ASR-WSP

Approving Authority: Executive Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety  
Airport

Related Decision Points: [8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (2007)  
[102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[392] Final Investment Decision for legacy radar (ASR-9) SLEP through 2025 (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar : Model 9

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 97 / 24

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Name: [98] Initial Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025. This SLEP is required to sustain the ASR-8 until 2025 or until a decision is made to replace the ASR-8 with a New Primary Radar. Based on the ADS-B backup strategy all terminal radar systems will be retained.

Target CY Date: 2010 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: 1. Digital aircraft, vehicle and weather data output to external users.  
2. Improved maintenance support for ASR-8 systems.

Required Activities: Validate SLEP requirements including a need for digital aircraft, vehicle and weather data

System Impacts: 1. Digital aircraft, vehicle and weather data output to external users.  
2. Improved maintenance support for ASR-8 systems.

Legacy Systems Affected: ASR-8

Approving Authority: Executive Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety  
Airport

Related Decision Points: [8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (2007)  
[391] Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025 (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar : Model 8

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 98 / 22

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Name: [100] Initial Investment Decision for legacy beacon (Mode S) SLEP through 2025

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for legacy beacon (Mode S) SLEP through 2025. Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. A SLEP will be required for remaining Mode S systems.

Target CY Date: 2010 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: 1. Delays would defer resolving maintenance and support and TERRA Transponder operational issues for legacy Mode S systems.  
2. The number of Mode S systems to be retained in the NAS and require a SLEP will be impacted by decisions on an ADS-B Backup Strategy.  
3. Disapproval would prohibit implementing ASTERIX and IP Addressing to support DP # 102.

Required Activities: 1. Validate SLEP requirements and business case.  
2. Complete ADS-B Backup Strategy to determine the number of systems to be sustained and receive SLEP modifications.



System Impacts: 1. Delays would defer resolving maintenance and support and TERRA Transponder operational issues for legacy Mode S systems.  
2. The number of Mode S systems to be retained in the NAS and require a SLEP will be impacted by decisions on an ADS-B Backup Strategy.  
3. Disapproval would prohibit implementing ASTERIX and IP Addressing to support DP # 102.

Legacy Systems Affected: Mode S

Approving Authority: Executive Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Air / Ground  
Safety

Related Decision Points: [8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (2007)  
[390] Final Investment Decision for legacy beacon (Mode S) SLEP through 2025 (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Mode Select

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 100 / 24

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Name: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: An IP addressing capability is required at radar facilities to distribute data through SWIM. Modification of the radar site to support IP addressing is required. Decision to include on implementing ASTERIX data format for surface, terminal and en route radar system output. All radar target position data will be reported in "Latitude/Longitude" format.

Target CY Date: 2011 Q4

Decision Type:	Final Investment Decision (FID)
Impacts:	<p>1. Surveillance system output interfaces will be changed from CD format with dedicated communication links to ASTERIX format with network distributed data.</p> <p>2. Delay in approval would defer the achieve benefits from implementing a standard interface to complement future SWIM plans for full service-oriented architecture (SOA) to facilitate data distribution to NAS and Non-NAS users.</p> <p>3. Impacts ADS-B enhanced surveillance data to support improved tracking and position accuracy.</p> <p>Delays implementation of Final decision for Avionics mandate/ Rulemaking for ADS-B-Out.</p>
Required Activities:	<p>Determine ASTERIX Category (output format and content) and modification required to radar system outputs.</p> <p>AJP, AJT, and AJE are developing an implementation through Technical Interchange Meetings (TIM) and workgroups. Surveillance plans to implement through ASR-8/9/11 and Mode S SLEP. Automation plans to implement through ERAM and TAMR Program Builds.</p>
System Impacts:	<p>1. Surveillance system output interfaces will be changed from CD format with dedicated communication links to ASTERIX format with network distributed data.</p> <p>2. Delay in approval would defer the achieve benefits from implementing a standard interface to complement future SWIM plans for full service-oriented architecture (SOA) to facilitate data distribution to NAS and Non-NAS users.</p> <p>3. Impacts ADS-B enhanced surveillance data to support improved tracking and position accuracy.</p> <p>Delays implementation of Final decision for Avionics mandate/ Rulemaking for ADS-B-Out.</p>
Legacy Systems Affected:	<p>All terminal and en route radars, WM/LAT and ADS-B surveillance systems; automation systems - ARTS IE, IIE, IIIE, STARS/SL, AMASS, ERAM (HOST, URET, DSR, HADDs), MEARTS, ATOP and ECG; and SWIM.</p> <p>Notes:</p> <p>1. The SBS (ADS-B) systems are currently required to support ASTERIX Category 033. Changes to the format are under review.</p> <p>2. Micro-EARTS (MEARTS) in Alaska currently has the capability to process ASTERIX Categories 033 and 023 for the ADS-B reports and status messages.</p> <p>3. TIS-B and Wide Area Multi-Lateration systems may use ASTERIX Categories 010 and 011.</p> <p>4. ATOP currently does not have specification requirements for ASTERIX. However, ATOP today processes only ASTERIX 21 and 242 for the old ADS-B reports and status messages within Alaska.</p>
Approving Authority:	Executive Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	<p>En Route Automation Modernization (ERAM) Program</p> <p>Surveillance &amp; Broadcast Services Program Services</p> <p>NAS Requirements &amp; Interface Management Group</p> <p>Terminal Surveillance Group</p> <p>Terminal Automation Group</p>
Primary Roadmap:	Surveillance
Related Roadmaps:	<p>Communications</p> <p>Enterprise Services</p> <p>Safety</p> <p>Airport</p>

Related Decision Points: [41] Initial Investment Decision (IID) for NextGen Facilities (2010 Q2)  
[45] Terminal Automation Modernization and Replacement (TAMR) Phase 3 Initial Investment Decision (2009 Q4)  
[97] Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025 (2010 Q4)  
[99] Decision for ASR-11 Technology Refresh Segment 1 Final Investment Decision (2008 Q2)  
[103] Final Investment Decision for technology refresh of beacons (ATCBI-6) (2014)  
[153] A/C IP architecture to Support Ground IP Architecture (2008 Q3)  
[178] JRC Initial Investment Decision for Low Cost Ground Surveillance (LCGS) System (2009 Q4)  
[256] Final Investment Decision for ASR-11 Technology Refresh Segment 2 (through 2025) (2013)  
[338] ATOP NG (2009 Q1)  
[362] Terminal Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012)  
[390] Final Investment Decision for legacy beacon (Mode S) SLEP through 2025 (2011 Q4)  
[391] Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025 (2011 Q4)  
[393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system (2010 Q4)  
[394] Final Investment Decision for Technology Refresh of ATCBI-5 beacon system (2012)  
[395] Initial Investment Decision for Technology Refresh of ATCBI-6 beacon system (2013)  
[406] Initial Investment Decision for SIM in terminal and en route legacy radar systems (2011 Q2)  
[518] Final Investment Decision (FID) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2012 Q1)  
[604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: COMM-09  
SURV-07

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Air Traffic Control Beacon Interrogator : Model 5  
Air Traffic Control Beacon Interrogator : Model 6  
Airport Surveillance Radar : Model 11  
Airport Surveillance Radar : Model 8  
Airport Surveillance Radar : Model 9  
Automatic Dependent Surveillance - Broadcast  
Data Multiplexing Network  
Digital Airport Surveillance Radar  
En Route Automation Modernization  
Mobile/Transportable Airport Surveillance Radar  
Mode Select  
Surveillance Interface Modernization  
Terminal Automation Modernization and Replacement  
Tower Flight Data Manager

Update Date: 02-Mar-2010 by James Grant

ID / Revision: 102 / 33

Name: [103] Final Investment Decision for technology refresh of beacons (ATCBI-6)

State: Active

High Priority? No

Planning / Placeholder? No

Description: This decision will determine whether a technology refresh program will be implemented to extend the service life of the ATCBI-6 systems.

Target CY Date: 2014

Decision Type: Final Investment Decision (FID)

Impacts: Technology refresh to sustain maintenance support for ATCBI-6 systems.

Required Activities: Validate and obtain JRC approval for technology refresh requirements

System Impacts: Technology refresh to sustain maintenance support for ATCBI-6 systems.

Legacy Systems Affected: ATCBI-6

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[395] Initial Investment Decision for Technology Refresh of ATCBI-6 beacon system (2013)  
[604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 6

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 103 / 15

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Name: [104] Final Investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC. This system would satisfy surveillance and weather detection requirements. It is a candidate to replace legacy ASR-8, ASR-9, and ASR-11 aircraft surveillance and TDWR and NEXRAD and other weather detection systems.

Target CY Date: 2017

Decision Type: Final Investment Decision (FID)

Impacts: ASR-8/9 terminal primary radars would be replaced starting in 2018. ASR-11 may be replaced in 2025 based on DP # 95.  
Continuing ASR Windshear capability at 38 airports is dependent on DP # 104 continuing to provide primary radar data feed to the Weather Systems Processor system.

Required Activities: A JRC decision at Decision Point # 78 to implement the NextGen Primary radar systems including weather surveillance

System Impacts: ASR-8/9 terminal primary radars would be replaced starting in 2018. ASR-11 may be replaced in 2025 based on DP # 95.  
Continuing ASR Windshear capability at 38 airports is dependent on DP # 104 continuing to provide primary radar data feed to the Weather Systems Processor system.

Legacy Systems Affected: ASR-8, ASR-9, ASR-11, WSP, CIWS, ITWS

Approving Authority: Joint Resource Council

Lead Organization: Surveillance & Broadcast Services Program Services

Supporting Orgs: Comm, Surveillance, Weather and Facilities Grp  
Surveillance & Broadcast Services Program Services  
Terminal Surveillance Group  
Terminal Weather Group

Primary Roadmap: Surveillance

Related Roadmaps: Enterprise Services  
Facilities  
Safety  
Weather  
Airport

Related Decision Points: [77] Initial investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC (2016 Q1)

Replaced By Decision Points: None

Related Assumptions: WX-12

Related Systems: Airport Surveillance Radar - Weather System Processor  
Airport Surveillance Radar : Model 8  
Airport Surveillance Radar : Model 9  
NextGen Surveillance and Weather Radar Capability

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 104 / 17

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Name: [105] Final Investment Decision to implement a NextGen beacon/backup radar system for ATC

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision on implementing the Next Generation beacon systems for en route and terminal areas. This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

Backup surveillance requirements may not be as stringent as for primary means, and so a complete inventory of beacons may not be necessary to provide a backup capability. Also, depending on the outcome of the Automatic Dependent Surveillance-Broadcast (ADS-B) backup analysis, an alternate backup strategy may be implemented, and in this case some beacon systems could be removed once an ADS-B rule takes effect.

Target CY Date: 2017

Decision Type: Final Investment Decision (FID)

Impacts: Mode S systems would be replaced in the en route and terminal areas.

Required Activities: ADS-B mandate approved

System Impacts: Mode S systems would be replaced in the en route and terminal areas.

Legacy Systems Affected: Mode S

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Terminal Surveillance Group

Primary Roadmap: Surveillance

Related Roadmaps: Air / Ground  
Enterprise Services  
Facilities  
Safety

Related Decision Points: [78] Initial Investment Decision to implement a NextGen beacon/backup radar system for ATC (2016 Q1)

Replaced By Decision Points: None

Related Assumptions: SURV-01  
SURV-02

Related Systems: Mode Select  
NextGen Backup Surveillance Capability

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 105 / 18

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Name: [107] TAMR Phase 3 Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Completion of business case for a FID including validation and update of cost, schedule and benefits of alternatives.

Target CY Date: 2010 Q4

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: Alternative architectures will be identified and assessed.

System Impacts: NONE

Legacy Systems Affected: ARTS-1E, ARTS-IIIE, ARTS-IIIIE, STARS

Approving Authority: Joint Resource Council

Lead Organization: Terminal Automation Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-05  
AUTO-06  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11  
SURV-07

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 107 / 25

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Name: [109] Architectural Decision to Pursue a Common Information Display System (IDS)

State: Active

High Priority? No

Planning / Placeholder? No

Description: The "Architectural Decision to Pursue a Common Information Display System (IDS)" is a strategy decision to plan for procurement or development of a common display for IDS in Terminal and EnRoute

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: NONE



Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: ACE-IDS, SAIDS, ERIDS

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration

Related Decision Points: [15] Investment Analysis Readiness Decision (IARD) for NextGen Facilities (2009 Q1)  
[65] Common Information Display Systems (IDS) capability in En Route and Terminal Final Investment Decision (2014)  
[385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Surface Observing System Controller Equipment Information Display System  
Collaborative Air Traffic Management Technologies  
En Route Automation Modernization  
En Route Information Display System  
Systems Atlanta Information Display System  
Terminal Automation Modernization and Replacement  
Tower Flight Data Manager

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 109 / 23

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Name: [110] Approve final investment for transition to NextGen automation platforms and display subsystem through convergence

State: Active

High Priority? Yes

Planning / Placeholder? No

Description:	Reduce the number and types of automation systems and displays in the NAS by integrating functionalities.
Target CY Date:	2018
Decision Type:	Final Investment Decision (FID)
Impacts:	1. Integration will be phased in gradually to restrict impacts.
Required Activities:	1. A single set of requirements documents will be generated from this decision. 2. Alternative architectures will be identified and assessed.
System Impacts:	1. Integration will be phased in gradually to restrict impacts.
Legacy Systems Affected:	ATOP, FDP2K, MEARTS, ERAM, STARS, ARTS IIIE, DSR
Approving Authority:	Joint Resource Council
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	En Route Automation Modernization (ERAM) Program Traffic Flow Management Programs Group Terminal Automation Group
Primary Roadmap:	Automation
Related Roadmaps:	Communications Human Systems Integration Safety
Related Decision Points:	[83] Transition to NextGen Far Term automation platforms and display subsystem through convergence Initial Investment Decision (2017) [364] Transition to NextGen Far Term automation platforms and display subsystem through convergence Concept and Requirements Definition Readiness Decision (2015) [365] Transition to NextGen Far Term automation platforms and display subsystem through convergence Investment Analysis Readiness Decision (2016)
Replaced By Decision Points:	None
Related Assumptions:	AUTO-05 AUTO-06 AUTO-09 AUTO-10 AUTO-11
Related Systems:	None
Update Date:	08-Mar-2010 by Keith Talbert
ID / Revision:	110 / 21

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Name:	[111] En Route Automation NextGen Mid-Term Work Package Final Investment Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Approval of business case and requirements for an En Route Automation FID including validation and update of cost, schedule and benefits.
Target CY Date:	2015
Decision Type:	Final Investment Decision (FID)
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	ERAM
Approving Authority:	Joint Resource Council
Lead Organization:	En Route Automation Modernization (ERAM) Program
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Human Systems Integration Safety
Related Decision Points:	[75] En Route Automation NextGen Mid-Term Work Package Initial Investment Decision (2014) [360] En Route Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012) [361] En Route Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision (2013)
Replaced By Decision Points:	None

Related Assumptions: AUTO-03  
AUTO-04  
AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 111 / 26

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Name: [115] Approve Tower Flight Data Manager 1 Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Consolidate several Terminal flight data processor functions (EFSTS, SMA, ARMT, FDIO, etc.) into one Terminal Flight Data Manager and limited Decision Support Tools (DST)

Target CY Date: 2011 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: 1. Synchronize TDDS and TFDm with ERAM and TFMS development.  
2. ERAM, SWIM & DataCom programs are on track.  
3. AEFS end of life 2013; TDLS EOL 2018

Required Activities: NONE

System Impacts: 1. Synchronize TDDS and TFDm with ERAM and TFMS development.  
2. ERAM, SWIM & DataCom programs are on track.  
3. AEFS end of life 2013; TDLS EOL 2018

Legacy Systems Affected: EFSTS, AEFS, ARMT, DSP, FDIO, TDLS (PDC), ASDE-X, SWIM

Approving Authority: Joint Resource Council

Lead Organization: Terminal Automation Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Traffic Flow Management Programs Group

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [46] Tower Flight Data Manager 1 (TFDM1) Final Investment Decision (2012 Q3)  
[59] Evaluate SWIM Air Capability (2010 Q3)  
[130] Selection of SWIM Segment 2 candidates. (2009 Q3)  
[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-03  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Tower Flight Data Manager

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 115 / 22

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Name: [117] Decision to decommission FDIO systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to decommission remaining FDIO systems.

Target CY Date: 2015

Decision Type: Executive Level

Impacts: Remaining FDIO systems must be sustained.

Required Activities: NONE

System Impacts: Remaining FDIO systems must be sustained.

Legacy Systems Affected: FDIO

Approving Authority: Executive Council

Lead Organization: Terminal Automation Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Flight Data Input/Output

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 117 / 13

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Name: [121] AIM Modernization Segment 2 Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Segment 2 Final investment decision supporting AI Services and NOTAM integration with SWIM, FIS-B and SDAT.

Target CY Date: 2011

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: AISR, SAMS, SDAT

Approving Authority: Joint Resource Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-05  
AUTO-06  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 121 / 19

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Name: [122] AIM Modernization Segment 3 Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Segment 3 Final investment decision supporting world wide AIM availability. AI Services and graphical NOTAM to aircraft via SWIM.

Target CY Date: 2017

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: Airport GIS, NASE, NASR, OEAAA

Approving Authority: Joint Resource Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [369] AIM Modernization Segment 3 Concept and Requirements Definition Readiness Decision (2014)  
[370] AIM Modernization Segment 3 Investment Analysis Readiness Decision (2015)  
[371] AIM Modernization Segment 3 Initial Investment Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 122 / 18

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Name:	[125] Alaska Flight Service Modernization (AFSM) Segment 1 Final Investment Decision
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	The primary role of Alaska FAA Flight Services is to supply timely weather, aeronautical information and (both pre-flight & in-flight) flight planning services to general aviation pilots and other users to minimize the impact of adverse weather on flight operations. The Alaska Flight Service Modernization is to replace an aging OASIS system and begin preparation for NextGen capabilities.
Target CY Date:	2010 Q1
Decision Type:	Final Investment Decision (FID)
Impacts:	Full Flight Service requirements will not be met in Alaska when contract expires
Required Activities:	Complete FID Checklist items
System Impacts:	Full Flight Service requirements will not be met in Alaska when contract expires
Legacy Systems Affected:	OASIS in Alaska, DENRO Switch
Approving Authority:	Executive Council
Lead Organization:	Program Management COTR Group
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	AUTO-05 AUTO-06 AUTO-09 AUTO-10 AUTO-11
Related Systems:	None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 125 / 20

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Name: [126] Initial Investment Decision (IID) Flight Services Facilities

State: Active

High Priority? No

Planning / Placeholder? No

Description: Continuation of Flight Services in Alaska - Concept of Operations meets NextGen

Target CY Date: 2013 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: FS21, AFSM

Approving Authority: Joint Resource Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Automation  
Safety

Related Decision Points: [127] Final Investment Decision (FID) Flight Services Facilities (2015 Q4)  
[594] Strategy Decision for Flight Services Facilities (2011 Q3)  
[595] IARD for Continuation of Flight Services (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Meteorological and Aeronautical Planning System

Update Date: 25-Feb-2010 by David Yaeger

ID / Revision: 126 / 26

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Name: [127] Final Investment Decision (FID) Flight Services Facilities

State: Active

High Priority? No

Planning / Placeholder? No

Description: Continuation of Flight Services in Alaska - Concept of Operations meets NextGen

Target CY Date: 2015 Q4

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: FS21, AFSM

Approving Authority: Joint Resource Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Automation  
Safety

Related Decision Points: [126] Initial Investment Decision (IID) Flight Services Facilities (2013 Q4)  
[594] Strategy Decision for Flight Services Facilities (2011 Q3)  
[595] IARD for Continuation of Flight Services (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Meteorological and Aeronautical Planning System

Update Date: 25-Feb-2010 by David Yaeger

ID / Revision: 127 / 21

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Name: [129] Final Investment Decision for Alaska Satellite Telecommunications Infrastructure (ASTI) Technical Refresh

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Alaska Satellite Telecommunications Infrastructure (ASTI) is an integrated voice and data transmission system providing the Federal Aviation Administration's (FAA) Alaskan Region with reliable and cost-effective interfacility communications. The ANICS program uses FAA-owned satellite earth stations and leased satellites to provide reliable telecommunication services.

Target CY Date: 2010 Q4

Decision Type: Final Investment Decision (FID)

Impacts: Alaska facilities relies on ASTI services to provide connectivity to some 70 NAS facilities in Alaska. Tech Refresh will replace system components that are obsolete, reached the end of their service life, or have been destroyed during storms. ASTI is 100% commercial off-the-shelf (COTS). These systems are experiencing a full or partial loss of performance capability, increased maintenance, and higher costs of ownership. Lack of Tech Refresh will result in continued reliance on a system that no longer meets "reduced" NAS reliability (waived from 99.999% reliability to 99.99% ) and continues to decline.

Required Activities: NONE

System Impacts: Alaska facilities relies on ASTI services to provide connectivity to some 70 NAS facilities in Alaska. Tech Refresh will replace system components that are obsolete, reached the end of their service life, or have been destroyed during storms. ASTI is 100% commercial off-the-shelf (COTS). These systems are experiencing a full or partial loss of performance capability, increased maintenance, and higher costs of ownership. Lack of Tech Refresh will result in continued reliance on a system that no longer meets "reduced" NAS reliability (waived from 99.999% reliability to 99.99% ) and continues to decline.

Legacy Systems Affected: ANICS

Approving Authority: Executive Council

Lead Organization: Technical Operations ATC Communications Services Office

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Alaska NAS Interfacility Communications System  
Alaska Satellite Telecommunications Infrastructure

Update Date: 01-Mar-2010 by George Masiuk

ID / Revision: 129 / 24

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Name: [143] Investment Decision (FID) to Provide 10-Hour Convective Forecast Capability and In-Flight Icing Observation from Airborne Aircraft To NextGen Weather Processor WP3

State: Active

High Priority? No

Planning / Placeholder? No

Description: This is the Investment Decision (FID) to Provide 10-Hour Convective Forecast Capability and In-Flight Icing Observation from Airborne Aircraft To NextGen Weather Processor (WP3). The NextGen Wx Processor (WP 3) will be modified to ingest icing data from airborne aircraft if DP 93 mandates icing sensor on aircraft.

Target CY Date: 2022

Decision Type: Final Investment Decision (FID)

Impacts: NextGen Wx Processor WP3 ability to provide improved forecasts of in-flight icing based on in situ observations from aircraft

Required Activities: AJW-4 work with ATO-P (SE & Avn Wx Office) to conducts work-ups and briefings to EC.

System Impacts: NextGen Wx Processor WP3 ability to provide improved forecasts of in-flight icing based on in situ observations from aircraft

Legacy Systems Affected: NextGen Wx Processor WP 3

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 15-Dec-2009 by James Grant

ID / Revision: 143 / 14

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Name: [144] Investment Decision (IARD) to Tech Refresh ITWS systems (includes improved data quality, upgraded TWINDS & path-based wind shear), or transfer all functionality (TWINDS & path-based wind shear) to NWP WP2 or Tech Refresh ITWS

State: Active

High Priority? No

Planning / Placeholder? No

Description: This is an Investment Decision (IARD) to transfer all ITWS functionality (except MB Predict)) to NWP WP2, or Tech Refresh ITWS systems (including improved data quality, upgraded TWINDS and path-based wind shear) and transfer all functionality (except safety (MB Predict)) to NWP WP3. Also integrate 8-hour Convective forecast functionality into NWP WP2 along w/enhanced aircraft Obs (Turbulence & Humidity).

The Tech Refresh will update all ITWS systems.

Target CY Date: 2011 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Loss of capability to support satellite/receiver airports with updated wind products

Required Activities: AJW-4 (formerly Terminal Wx) develop business case and briefing to JRC with ATO-P assist.

System Impacts: Loss of capability to support satellite/receiver airports with updated wind products

Legacy Systems Affected: ITWS

Approving Authority: Joint Resource Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather

Related Decision Points: [212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability (2020)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 144 / 14

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Name: [147] Executive Level Decision to transfer ITWS' functionality to NWS WP3 (if not done in DP 144) and safety functionality (Microburst Predict) to NextGen Far Term WP (NG FT WP)

State: Active

High Priority? No

Planning / Placeholder? No

Description: In view of latency concerns for wind shear & microburst products, portion of ITWS transitioned to NWP WP2 while safety function (MB Predict) likely transferred to a Terminal Processor or NextGen FarTerm WP (site TBD, possibly local)

Target CY Date: 2018

Decision Type: Executive Level

Impacts: Concern re late delivery of safety-related alerts to Terminal ATC for Wind Shear, Microburst & Wake Vortex alerts if processing of radar and other local data done remotely

Required Activities: AJW-4 and ATO-P (SE and Avn Wx Ofc) work with ATO-R to determine latency considerations

System Impacts: Concern re late delivery of safety-related alerts to Terminal ATC for Wind Shear, Microburst & Wake Vortex alerts if processing of radar and other local data done remotely

Legacy Systems Affected: ITWS & NWP WP1

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Weather Processors Group

Primary Roadmap: Weather

Related Roadmaps: None

Related Decision Points: [212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability (2020)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 147 / 13

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Name: [155] First operationally approved GBAS Cat III through proof-of-concept (non-Fed)

State: Active



High Priority? No

Planning / Placeholder? No

Description: Completion of certification and operational approval for GBAS Cat III.

Target CY Date: 2012

Decision Type: FAA Strategy

Impacts: Landing capability delayed

Required Activities: Complete operational approval

System Impacts: Landing capability delayed

Legacy Systems Affected: LAAS

Approving Authority: NULL

Lead Organization: ATO-W

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground

Related Decision Points: [24] Decision to proceed with research & development work for Category-II/III GBAS (2009 Q1)  
[194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations (2017)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 155 / 11

State: Active

High Priority? No

Planning / Placeholder? No

Description: New GNSS capabilities such as L3/L5 mature.

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: Crucial to modernization

Required Activities: New GNSS capabilities, dual-frequency

System Impacts: Crucial to modernization

Legacy Systems Affected: Navigation Systems

Approving Authority: NULL

Lead Organization: ATO-W

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 156 / 11

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Name:	[158] Data Communications Segment 1 FID (part 1 of a split FID)
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	First part of a split FID for DataComm Segment 1. This FID is for the procurement of Data Communications Network service (VDL-2 capability) and for the implementation of DataComm functionality in the ATCTs. See DP 353 for part 2 of this split FID.
Target CY Date:	2011 Q3
Decision Type:	Final Investment Decision (FID)
Impacts:	Failure to implement DataComm will severely limit the use of Trajectory Based Operations - a key capability in the NextGen concept.
Required Activities:	Mapping of OEP capabilities to datacomm capacity
System Impacts:	Failure to implement DataComm will severely limit the use of Trajectory Based Operations - a key capability in the NextGen concept.
Legacy Systems Affected:	Avionics
Approving Authority:	Joint Resource Council
Lead Organization:	Air-Ground Communications Solution Development Group
Supporting Orgs:	None
Primary Roadmap:	Communications
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	<p>[29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)</p> <p>[35] Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment. (2008 Q3)</p> <p>[54] Decision to develop avionics policy and standards for Enhanced Aircraft Flight Management Systems to support 4D super density operations. (DP 171. DP 172 must be completed) (2012)</p> <p>[59] Evaluate SWIM Air Capability (2010 Q3)</p> <p>[171] RTCA ATMAT R&amp;P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)</p> <p>[172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory) (2011)</p> <p>[183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)</p> <p>[185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)</p> <p>[304] Data Communications Segment 2 FID (2015)</p>
Replaced By Decision Points:	None

Related Assumptions: None

Related Systems: Data Communications  
En Route Automation Modernization  
Tower Flight Data Manager

Update Date: 08-Mar-2010 by George Masiuk

ID / Revision: 158 / 27

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Name: [160] Aircraft standards publication for Segment 2 linked to DataComm

State: Active

High Priority? No

Planning / Placeholder? No

Description: Earliest effectivity date on further Part 91 approaches to performance-based airspace.

Target CY Date: 2013

Decision Type: FAA Policy

Impacts: Datacomm Capacity Study, Capability Mapping, AOC Study

Required Activities: Mapping of OEP capabilities to datacomm capacity

System Impacts: Datacomm Capacity Study, Capability Mapping, AOC Study

Legacy Systems Affected: Avionics

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground

Related Decision Points: [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)  
[35] Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment. (2008 Q3)  
[171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)  
[172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory) (2011)  
[183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)  
[185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Aeronautical Telecommunication Network Air to Ground Router

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 160 / 12

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Name: [161] DataComm Avionics development complete, Forward Fit begins

State: Active

High Priority? No

Planning / Placeholder? No

Description: Limit of present datacomm approach.

Target CY Date: 2017

Decision Type: FAA Strategy

Impacts: Datacomm Capacity Study, Capability Mapping

Required Activities: Mapping of OEP capabilities to datacomm capacity

System Impacts: Datacomm Capacity Study, Capability Mapping

Legacy Systems Affected: Avionics

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground

Related Decision Points: [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)  
[35] Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment. (2008 Q3)  
[171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)  
[172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory) (2011)  
[183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Jan-2010 by James Grant

ID / Revision: 161 / 13

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Name: [171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory))

State: Active

High Priority? No

Planning / Placeholder? No

Description: Operational concept for integration of flight-planning from dispatch and ATC in aircraft decision.

Target CY Date: 2010 Q2

Decision Type: FAA Strategy

Impacts: Limitation on operational capability, limitation on deployment

Required Activities: AOC dispatch concept

System Impacts: Limitation on operational capability, limitation on deployment

Legacy Systems Affected: Avionics, AOC

Approving Authority: Service Unit / EAB

Lead Organization: Aircraft Certification Service - Avionic Systems Branch

Supporting Orgs: Joint Planning Development Office

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)  
 [54] Decision to develop avionics policy and standards for Enhanced Aircraft Flight Management Systems to support 4D super density operations. (DP 171. DP 172 must be completed) (2012)  
 [158] Data Communications Segment 1 FID (part 1 of a split FID) (2011 Q3)  
 [159] Aircraft standards publication for Segment 1 linked to Datacomm (2010 Q1)  
 [160] Aircraft standards publication for Segment 2 linked to DataComm (2013)  
 [161] DataComm Avionics development complete, Forward Fit begins (2017)  
 [162] Agency Link Decision for FCI (2008 Q3)  
 [164] FCI Airspace prescription (policy effectivity date - timeframe TBD) (2021)  
 [165] SWIM Air Policy (2010 Q3)  
 [183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)  
 [185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)  
 [193] Planning Decision: Develop Human/Automation design principles to support NextGen infrastructure (2013 Q1)  
 [194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations (2017)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 23-Nov-2009 by James Grant

ID / Revision: 171 / 12

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Name: [172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory)

State: Active

High Priority? No

Planning / Placeholder? No

Description:	Common model of flight plan, flight plan update, trajectory change.
Target CY Date:	2011
Decision Type:	FAA Strategy
Impacts:	Key concept in 4DT
Required Activities:	4DT requirements
System Impacts:	Key concept in 4DT
Legacy Systems Affected:	Avionics, ERAM
Approving Authority:	NULL
Lead Organization:	AVS
Supporting Orgs:	None
Primary Roadmap:	Aircraft
Related Roadmaps:	None
Related Decision Points:	[29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1) [54] Decision to develop avionics policy and standards for Enhanced Aircraft Flight Management Systems to support 4D super density operations. (DP 171. DP 172 must be completed) (2012) [158] Data Communications Segment 1 FID (part 1 of a split FID) (2011 Q3) [159] Aircraft standards publication for Segment 1 linked to Datacomm (2010 Q1) [160] Aircraft standards publication for Segment 2 linked to DataComm (2013) [161] DataComm Avionics development complete, Forward Fit begins (2017) [162] Agency Link Decision for FCI (2008 Q3) [163] VDLM-2/AOC performance to support Datacom Segment 2 and 3 (2015) [164] FCI Airspace prescription (policy effectivity date - timeframe TBD) (2021) [165] SWIM Air Policy (2010 Q3) [168] Decision on VNAV implementation (eg, as component of advanced RNP 1) (2008 Q3) [169] Vertical requirements for 4DT (MASPS - Baro) (2011) [183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4) [185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Collaborative Air Traffic Management Technologies En Route Automation Modernization Terminal Automation Modernization and Replacement Time Based Flow Management Tower Flight Data Manager



Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 172 / 16

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Name:	[174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	This capability allows aircrew to "visualize" in all Wx conditions the WT hazard zones associated with adjacent and approaching aircraft and to self separate from that hazard zone.
Target CY Date:	2012
Decision Type:	FAA Policy
Impacts:	Will enable NextGen concepts of dynamic self-separation, air corridor & super density operations
Required Activities:	Review of benefits, safety feasibility assessment, feasibility prototype demos for oceanic, enroute & terminal airspace, plus development of avionics Func'l Reqmt's
System Impacts:	Will enable NextGen concepts of dynamic self-separation, air corridor & super density operations
Legacy Systems Affected:	Ground based & air based weather observing systems as well as transmission and data correlation system. ITWS also likely affected
Approving Authority:	NULL
Lead Organization:	AVS
Supporting Orgs:	None
Primary Roadmap:	Aircraft
Related Roadmaps:	Airport

Related Decision Points: [40] Initial Investment Decision to acquire & deploy initial phase of Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR) (2011 Q1)  
[61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (2015)  
[93] Rulemaking decision for equipage of Weather Sensors and Wake Turbulence implementation (2018)  
[192] Research Transition Decision-Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: WX-05

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 174 / 11

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Name: [177] Initial Investment Decision for SITS Air Domain Security Architectures

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Determination of best SITS alternative architecture incorporating allocation across the Air Domain applications. Candidate applications include; Airspace Access, Special Use Airspace (MADE), TFR Builder, Flight Object attributes, and Skywatch.

Target CY Date: 2011 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: TBD

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Systems Engineering & Safety Office  
Terminal Automation Group  
Technical Operations Navigation Services Office

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [33] Investment Analysis Readiness Decision for Security Integrated Tool Suite (SITS) (2010 Q3)  
[130] Selection of SWIM Segment 2 candidates. (2009 Q3)  
[206] Final Investment Decision for SITS Air Domain Security Architecture (2012 Q3)  
[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Security Integrated Tool Suite

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 177 / 27

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Name: [179] Final Investment Decision for LCGS

State: Active

High Priority? No

Planning / Placeholder? No

Description: JRC Final Investment Decision and deployment of LCGS.

Target CY Date: 2013

Decision Type: Final Investment Decision (FID)

Impacts: Provide Situational Awareness for to Ground and Local Controller for surface traffic at small to medium capacity airports which did not meet the benefits criteria for an ASDE-X.

Establish interface Common Automated Radar Terminal Systems (CARTS) and Standard Terminal Automation Replacement Systems (STARS) automation systems through the ARTS and STARS Gateways.

Obtain Air Traffic Approval and Certification.

Required Activities: Integrate with Common Automated Radar Terminal Systems (CARTS) and Standard Terminal Automation Replacement Systems (STARS) automation systems.

Obtain Air Traffic Approval and Certification.

System Impacts: Provide Situational Awareness for to Ground and Local Controller for surface traffic at small to medium capacity airports which did not meet the benefits criteria for an ASDE-X.

Establish interface Common Automated Radar Terminal Systems (CARTS) and Standard Terminal Automation Replacement Systems (STARS) automation systems through the ARTS and STARS Gateways.

Obtain Air Traffic Approval and Certification.

Legacy Systems Affected: LCGS

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Automation  
Facilities  
Safety  
Airport

Related Decision Points: [258] Investment Analysis Readiness Decision for LCGS (2012 Q4)  
[401] In-Service Decision for Low Cost Ground Surveillance system (2015)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Low Cost Ground Surveillance

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 179 / 21

Name: [180] Final Investment Decision for ADS-B to assume LCGS function, or approve a Technology Refresh for LCGS

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision whether ADS-B will assume LCGS functions and remove LCGS systems. If a decision is made to retain LCGS, a Technology Refresh will be needed for LCGS.

Target CY Date: 2018

Decision Type: Final Investment Decision (FID)

Impacts: A Technology Refresh will be implemented to sustain LCGS through 2025 if a decision is made to retain LCGS at DP # 76. Alternatively LCGS systems will be decommissioned.

FAA decisions to (1) retain surface primary radars at DP # 76 and (2) use ADS-B to assume LCGS functions.

Required Activities: FAA decisions to (1) retain surface primary radars at DP # 76 and (2) use ADS-B to assume LCGS functions.

System Impacts: A Technology Refresh will be implemented to sustain LCGS through 2025 if a decision is made to retain LCGS at DP # 76. Alternatively LCGS systems will be decommissioned.

FAA decisions to (1) retain surface primary radars at DP # 76 and (2) use ADS-B to assume LCGS functions.

Legacy Systems Affected: LCGS

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Low Cost Ground Surveillance

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 180 / 16

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Name: [181] TBO Conformance Monitoring

State: Active

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: NONE

Required Activities: TBD

System Impacts: NONE

Legacy Systems Affected: TBD

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 181 / 8

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Name: [182] Closely Spaced Parallel Offset (CSPO)

State: Active

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2012

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Legacy Systems Affected: TBD

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 182 / 9

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Name: [188] Planning Decision-Research Transition Integrated and base-lined Air-Ground Concepts

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Ensure that research projects and maturity are aligned with operational integration of NextGen Air-Ground concepts and capabilities.

Target CY Date: 2012 Q1

Decision Type: FAA Policy

Impacts: NONE

Required Activities: 1.) Perform A/G assessment of NextGen operational scenarios and 2nd level Conops. 2.) Look at Mid & Far Term applications. 3.) Evaluate Research TRL levels for operational integration. 4.) Review R&D efforts for advanced Concepts to support NextGen.

System Impacts: NONE

Legacy Systems Affected: ERAM, Data Comm, SBS, SWIM-3, ATOP, TAMR

Approving Authority: Service Unit / EAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Terminal Program Operations Office  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Air / Ground



Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AG-02  
AG-03  
AG-04  
AG-05  
AG-06  
AG-07  
AG-08

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 188 / 31

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Name: [193] Planning Decision: Develop Human/Automation design principles to support NextGen infrastructure

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Human factors must consider the collaborative interactions between air traffic controllers and air crews and focus on the change in their operational roles and interaction with advanced technologies (display capabilities, data communications, and automation).

Target CY Date: 2013 Q1

Decision Type: FAA Policy

Impacts: Lack of Human to Automation design principles will result in inconsistent design philosophies for multiple A-G solutions.

Required Activities: 1.) Incorporate Human Factors advisory recommendations into ATO/ AVS Policy

System Impacts: Lack of Human to Automation design principles will result in inconsistent design philosophies for multiple A-G solutions.

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Human Factors Research & Engineering Group  
Terminal Safety and Operations Support Office  
Safety & Operations Support Office

Primary Roadmap: Air / Ground

Related Roadmaps: Human Systems Integration

Related Decision Points: [52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (2010 Q2)  
[171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)  
[194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations (2017)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 03-Mar-2010 by Terry Barcus

ID / Revision: 193 / 32

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Name: [194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Human factors must consider the collaborative interactions between air traffic controllers and air crews and focus on the change in their operational roles and interaction with advanced technologies (display capabilities, data communications, and automation).

Target CY Date: 2017

Decision Type: FAA Policy

Impacts: NONE

Required Activities: 1.) Conduct Research from a Controller Pilot Information requirements- Procedures and Inter-operability in a mixed equipage environment. 2.) Complete specifications for Flight Object and Flight Object management. 3.) Define criteria to support safe and effective Human-Automation coordination methods. 4.) Define workload and tasks (Controller and Pilot) re: HMI and workload analysis, modeling and simulation. 5.) Integrated flight deck/ ATC alerting and recovery analysis

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Research, Development and International Planning Group  
Human Factors Research & Engineering Group  
Terminal Services  
Terminal Safety and Operations Support Office  
Technical Operations

Primary Roadmap: Air / Ground

Related Roadmaps: Human Systems Integration

Related Decision Points: [52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (2010 Q2)  
[155] First operationally approved GBAS Cat III through proof-of-concept (non-Fed) (2012)  
[171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)  
[193] Planning Decision: Develop Human/Automation design principles to support NextGen infrastructure (2013 Q1)

Replaced By Decision Points: None

Related Assumptions: AG-02  
AG-03  
AG-04  
AG-05  
AG-06  
AG-07  
AG-08

Related Systems: None

Update Date: 03-Mar-2010 by Terry Barcus

ID / Revision: 194 / 32

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Name: [198] Tower Flight Data Manager 2 (TFDM2) Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Full Decision Support Tools (DST)with TDLS and SAIDS Integration.

Target CY Date: 2014

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Terminal Automation Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-02  
AUTO-03  
AUTO-05  
AUTO-06  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 198 / 16

Name:	[200] En Route/Oceanic Integration Assessment
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	An En Route/Oceanic integration assessment is needed to support development of the business case for En Route/Oceanic NextGen WP IID and as part of the larger automation convergence effort.
Target CY Date:	2017
Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Executive Council
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	None
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	En Route Automation NextGen Far-Term WP
Update Date:	02-Mar-2010 by Keith Talbert

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Name:	[201] En Route /Oceanic IES NextGen WP Initial Investment Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Business case and requirements developed for an En Route/Oceanic IES IID including identification of performance gaps and alternatives to address gaps, with preliminary cost, schedule and benefit estimates for alternatives.
Target CY Date:	2017
Decision Type:	Initial Investment Decision (IID)
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Joint Resource Council
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Safety
Related Decision Points:	[202] En Route /Oceanic IES NextGen WP Final Investment Decision (2018) [358] En Route /Oceanic IES NextGen WP Concept and Requirements Definition Readiness Decision (2015) [359] En Route /Oceanic IES NextGen WP Investment Analysis Readiness Decision (2016)
Replaced By Decision Points:	None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: En Route Automation NextGen Far-Term WP

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 201 / 18

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Name: [202] En Route /Oceanic IES NextGen WP Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Approval of business case and requirements for an En Route/Oceanic IES FID including validation and update of cost, schedule and benefits.

Target CY Date: 2018

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: En Route Automation Modernization (ERAM) Program

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [201] En Route /Oceanic IES NextGen WP Initial Investment Decision (2017)  
[358] En Route /Oceanic IES NextGen WP Concept and Requirements Definition Readiness Decision (2015)  
[359] En Route /Oceanic IES NextGen WP Investment Analysis Readiness Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 202 / 18

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Name: [203] Flight Service, AFSM Voice System Provisioning Coordination with NVS

State: Active

High Priority? No

Planning / Placeholder? No

Description: AFSM Coordination activity with NVS Program for the provisioning of NVS capability for the Alaskan AFSSs.

Target CY Date: 2012 Q1

Decision Type: FAA Strategy

Impacts: Alaska AFSSs need the capability to take over FSS responsibilities during night operations or in case an FSS fails. Implementation of the NVS capability is required to fulfill this need.

Required Activities: Network Realignment to provide inter-switch capacity and acceptable latency

System Impacts: Alaska AFSSs need the capability to take over FSS responsibilities during night operations or in case an FSS fails. Implementation of the NVS capability is required to fulfill this need.

Legacy Systems Affected: AFSM

Approving Authority: Joint Resource Council



Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Safety

Related Decision Points: [47] Final Investment Decision for NAS Voice Switch (2012)

Replaced By Decision Points: None

Related Assumptions: COMM-12

Related Systems: Alaska Flight Service Modernization Voice Switch  
Meteorological and Aeronautical Planning System

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 203 / 21

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Name: [206] Final Investment Decision for SITS Air Domain Security Architecture

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Decide the sufficient functional details of the SITS chosen architecture solution.

Target CY Date: 2012 Q3

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Systems Engineering & Safety Office  
Terminal Automation Group  
Technical Operations Navigation Services Office

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [33] Investment Analysis Readiness Decision for Security Integrated Tool Suite (SITS) (2010 Q3)  
[177] Initial Investment Decision for SITS Air Domain Security Architectures (2011 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 206 / 23

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Name: [207] DUAT Continuation decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to re-compete the DUAT Service and continue through CY-17 or to integrate into another function/capability.

Target CY Date: 2012 Q3

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: AFSM

Approving Authority: Executive Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Direct User Access Terminal Service

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 207 / 18

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Name: [208] Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision to integrate discrete Flight Service Automation Systems into a singular composite system.

Target CY Date: 2012 Q3

Decision Type:	Final Investment Decision (FID)
Impacts:	NONE
Required Activities:	Assess available NextGen Capabilities (NNEW, AIM, SWIM, ADS-B)
System Impacts:	NONE
Legacy Systems Affected:	AFSM
Approving Authority:	Joint Resource Council
Lead Organization:	Program Management COTR Group
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Human Systems Integration Safety
Related Decision Points:	[366] Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision (2010 Q2) [367] Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision (2010 Q4) [368] Meteorological and Aeronautical Planning System (MAPS) Initial Investment Decision (2011 Q4)
Replaced By Decision Points:	None
Related Assumptions:	AUTO-02 AUTO-05 AUTO-06 AUTO-08 AUTO-09 AUTO-10 AUTO-11 COMM-11
Related Systems:	None
Update Date:	02-Mar-2010 by Keith Talbert
ID / Revision:	208 / 21

State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	The 4-D Wx SAS will source crucial weather Obs & forecasts to TFM & dispatchers into their automation systems to facilitate their collaboration and decision making; as single source of decision making forecast weather ambiguity should be reduced.
Target CY Date:	2014
Decision Type:	Executive Level
Impacts:	4-D Wx SAS is crucial for NAS Capacity to handle NAS Demand in mid- and far-term. SAS forecasts of operations impacting weather provide TFM & Dispatchers with single source of where weather IS and IS NOT so that available airspace can be optimized.
Required Activities:	AJW-4 and ATO-P (SE & Avn Wx Office) must collaboarte to make business case and brief EC/JRC on the business case of establishing the SAS
System Impacts:	4-D Wx SAS is crucial for NAS Capacity to handle NAS Demand in mid- and far-term. SAS forecasts of operations impacting weather provide TFM & Dispatchers with single source of where weather IS and IS NOT so that available airspace can be optimized.
Legacy Systems Affected:	N/A
Approving Authority:	Executive Council
Lead Organization:	Terminal Finance and Program Office
Supporting Orgs:	Weather Policy and Requirements Group
Primary Roadmap:	Weather
Related Roadmaps:	Automation
Related Decision Points:	[130] Selection of SWIM Segment 2 candidates. (2009 Q3) [277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	None
Update Date:	30-Oct-2009 by Don Embt
ID / Revision:	209 / 16

Name:	[212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Wake Turbulence Mitigation for Single Runway will enable the FAA to increase the amount of aircraft that can arrive/take off for given time and weather situation while accounting for wake turbulence generated by heavy aircraft, particularly at NAS pacing airports.
Target CY Date:	2020
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	Helps increase airport acceptance rates (AAR) by mitigating WT procedures that reduce AAR
Required Activities:	High resolution (spatial & temporal) short term forecasts of near surface winds from NWP WP2/3 tailored for Super-Density airports
System Impacts:	Helps increase airport acceptance rates (AAR) by mitigating WT procedures that reduce AAR
Legacy Systems Affected:	NWP WP2/3
Approving Authority:	Joint Resource Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	Advanced Technology Development & Prototyping Group Operation Services Group
Primary Roadmap:	Weather
Related Roadmaps:	Automation Safety Weather Airport
Related Decision Points:	[23] Decision on next generation CAT I Landing System. (2008 Q3) [27] Investment Decision for ITWS (2008) [48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube (2010 Q3) [61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (2015) [144] Investment Decision (IARD) to Tech Refresh ITWS systems (includes improved data quality, upgraded TWINDS & path-based wind shear), or transfer all functionality (TWINDS & path-based wind shear) to NWP WP2 or Tech Refresh ITWS (2011 Q4) [147] Executive Level Decision to transfer ITWS' functionality to NWS WP3 (if not done in DP 144) and safety functionality (Microburst Predict) to NextGen Far Term WP (NG FT WP) (2018)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 14-Dec-2009 by James Grant

ID / Revision: 212 / 18

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Name: [213] Executive Level Decision to fund FAA portion 4-D Wx SAS Tech Refresh

State: Active

High Priority? No

Planning / Placeholder? No

Description: Adds capabilities to store more weather information, handle transactions more efficiently with 4-D Wx Cube & SWIM, and receive updates from new protocols and/or standards established for SOA/enterprise services to interface with other agencies' systems.

Target CY Date: 2020

Decision Type: Final Investment Decision (FID)

Impacts: It is absolutely crucial that the 4D Wx SAS be maintained as its output will enable traffic managers and dispatchers to see a common source of weather predictions and collaborate successfully to optimize NAS airspace as they'll know where impacting weather is and where it is not.

Required Activities: AJW-4 and ATO-P collaborate to ensure business case is made and briefed to the EC as well as other agencies--NWS and DoD as they share in the funding.

System Impacts: It is absolutely crucial that the 4D Wx SAS be maintained as its output will enable traffic managers and dispatchers to see a common source of weather predictions and collaborate successfully to optimize NAS airspace as they'll know where impacting weather is and where it is not.

Legacy Systems Affected: N/A

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: WX-09  
WX-10

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 213 / 14

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Name: [214] Determine to Sustain or Decommission LDRCL

State: Active

High Priority? No

Planning / Placeholder? No

Description: Low Density Radio Communications Link (LDRCL) is a microwave system that provides tail circuits for RCAGs and Radars. It is approaching End-of-Life. A decision needs to be made whether to sustain it or to decommission it and transfer its users to FTI-2 services.

Target CY Date: 2013

Decision Type: Executive Level

Impacts: This decision primarily involves choosing the best cost alternative. Decision should not have an impact on NAS operations.

Required Activities: NONE

System Impacts: This decision primarily involves choosing the best cost alternative. Decision should not have an impact on NAS operations.

Legacy Systems Affected: RCL, FTI-2

Approving Authority: Joint Resource Council

Lead Organization: Telecommunications Services Group



Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: [74] Approve FTI Re-Compete Decision (2013)  
[215] Determine to Sustain or Decommission RCL (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: COMM-07

Related Systems: Low-Density Radio Communications Link

Update Date: 01-Mar-2010 by George Masiuk

ID / Revision: 214 / 17

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Name: [215] Determine to Sustain or Decommission RCL

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Radio Communications Link (RCL) is backbone microwave system. It is approaching End-of-Life. A decision needs to be made whether to sustain it or to decommission it and transfer its users to FTI-1 services.

Target CY Date: 2013 Q4

Decision Type: Executive Level

Impacts: The RCL is scheduled for eventual decommissioning. The exact time frame for decommissioning will be chosen primarily based on cost and funds availability. DP does not impact NAS Operations.

Required Activities: NONE

System Impacts: The RCL is scheduled for eventual decommissioning. The exact time frame for decommissioning will be chosen primarily based on cost and funds availability. DP does not impact NAS Operations.

Legacy Systems Affected: LDRCL

Approving Authority: Joint Resource Council

Lead Organization: Telecommunications Services Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: [214] Determine to Sustain or Decommission LDRCL (2013)

Replaced By Decision Points: None

Related Assumptions: COMM-08

Related Systems: Bandwidth Manager  
Radio Communication Link

Update Date: 01-Mar-2010 by George Masiuk

ID / Revision: 215 / 17

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Name: [216] Determine to Sustain NMR or incorporate it into FTI-2

State: Active

High Priority? No

Planning / Placeholder? No

Description: NADIN MSN Rehost(NMR) is the United States AFTN switch. It is currently owned and operated by the FAA. A decision will need to be made whether it should remain an FAA owned and operated system or whether this functionality should be provided by FTI-2 (a leased service).

Target CY Date: 2016

Decision Type: Executive Level

Impacts: This decision will be made based on cost and considerations of the need for the FAA to have direct control over its AFTN switch. No obvious impact to NAS operations is expected.

Required Activities: NONE

System Impacts: This decision will be made based on cost and considerations of the need for the FAA to have direct control over its AFTN switch. No obvious impact to NAS operations is expected.

Legacy Systems Affected: FTI-2, ERAM

Approving Authority: Joint Resource Council

Lead Organization: Telecommunications Services Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: [74] Approve FTI Re-Compete Decision (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: National Airspace Data Interchange Network : Message-Switched Network  
National Airspace Data Interchange Network : Message-Switched Network Rehost

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 216 / 14

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Name: [217] Airport Wireless Communication System CRDR

State: Active

High Priority? No

Planning / Placeholder? No

Description: Airport Wireles Communication System will consist of an airport LAN that will provide service primarily to mobile users and secondarily to fixed users.

Target CY Date: 2011

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Required Activities: NONE

System Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Legacy Systems Affected: N/A

Approving Authority: Service Unit / EAB

Lead Organization: NAS Enterprise Architecture Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Wireless Communications System

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 217 / 16

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Name: [218] CRDR for migration to L-band for DataComm

State: Active

High Priority? No

Planning / Placeholder? No

Description: The transport infrastructure for DataComm Segments 1 and 2 will be VHF Datalink Mode 2 (VDL-2). This DP will determine whether DataComm transitions from VDL-2 to L-Band. (L-band will enable a much higher data rate than the 31.5 kbps provide by VDL-2.)

Target CY Date: 2021

Decision Type: Executive Level

Impacts: If DP is not approved VDL-2 limitations on maximum data rate will constrain DataComm communications.

Required Activities: NONE

System Impacts: If DP is not approved VDL-2 limitations on maximum data rate will constrain DataComm communications.

Legacy Systems Affected: Automation, Aircraft

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Development Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: A&P-01  
AUTO-05  
COMM-10  
WX-10

Related Systems: Data Communications

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 218 / 14

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Name: [219] Completion of all WAAS instrument approach procedures (LPV and LP) for all qualifying runways in the National Airspace System (NAS), estimated to be 5500 runway ends. Original date of 2018 was accelerated to 2016

State: Active

High Priority? No

Planning / Placeholder? No

Description: Completion of currently planned LP non-precision approach availability in the NAS

Target CY Date: 2016

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: WAAS

Approving Authority: Service Director

Lead Organization: ATO-W Navigation Services

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Safety  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Satellite Based Augmentation System

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 219 / 20

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Name:	[220] Completion of Dual Frequency (GPS L1 and L5) development & testing for the WAAS ground and space segment hardware, software, and user equipment standards and avionics, required by DoD Mandate, issued September 2008
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Completion of currently planned LPV precision approach availability in the NAS
Target CY Date:	2018
Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Service Unit VP
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	Technical Operations Navigation Services Office
Primary Roadmap:	Navigation
Related Roadmaps:	Aircraft Air / Ground Safety Airport
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	NAV-01 NAV-02 NAV-03 NAV-04

Related Systems: Global Navigation Satellite System  
Satellite Based Augmentation System

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 220 / 18

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Name: [222] 24 GPS dual frequency satellites with L1 and L5 operating and transmitting useable signals for aviation.

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: 24 satellites transmitting L5 from primary slots

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Air / Ground

Related Decision Points: None

Replaced By Decision Points: None



Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Satellite Based Augmentation System

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 222 / 16

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Name: [225] Decision to proceed with dual frequency multi-constellation GNSS avionics activities to validate standards and lower risk for avionics development

State: Active

High Priority? No

Planning / Placeholder? No

Description: Additional GNSS core constellations such as Galileo may become available with standards and interface control documents by this time.

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 225 / 18

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Name: [226] Completion of Dual frequency multi-constellation GNSS avionics activities

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Dual frequency multi-constellation GNSS avionics available

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 226 / 21

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Name: [228] Decision to proceed with WAAS dual frequency avionics activities to validate standards and lower risk for avionics development.

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Standards and ICDs ready for SBAS/WAAS dual frequency (GPS L1/L5)

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: ATO-W Navigation Services

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Air / Ground  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Satellite Based Augmentation System Avionics

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 228 / 17

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Name: [229] Completion of WAAS Dual frequency avionics activities.

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Avionics available for use of dual frequency (GPS L1/L5) SBAS/WAAS

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Air / Ground  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Satellite Based Augmentation System Avionics

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 229 / 16

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Name: [230] Cut-over to dual frequency operations

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: WAAS reference stations require dual frequency operations. Currently, this is provided using semi-codeless receivers. DoD issued a Federal Register notice discontinuing support of semicodeless operations in 2020. WAAS must transition to GPS L1/L5 to avoid a total loss of LPV and LNAV/VNAV service.

Target CY Date: 2020

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Safety  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Satellite Based Augmentation System

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 230 / 17

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Name: [235] Decision on active drawdown of Cat I ILSs operating in the NAS

State: Active

High Priority? No

Planning / Placeholder? No

Description: Replacement Cat I ILSs operating in the NAS

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Instrument Landing System : Category I  
Instrument Landing System Avionics

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 235 / 14

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Name: [236] Decision to buy systems for Cat II/III ILSs where necessary

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to buy systems to replace Cat II/III ILSs where necessary

Target CY Date: 2013

Decision Type: Executive Level

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Executive Council

Lead Organization: ATO-W Navigation Services

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Instrument Landing System : Category II/III  
Instrument Landing System Avionics



Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 236 / 16

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Name: [237] Decision on replacement Cat II/III ILSs operating in the NAS

State: Active

High Priority? No

Planning / Placeholder? No

Description: Replacement Cat II/III ILSs operating in the NAS

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Instrument Landing System : Category II/III  
Instrument Landing System Avionics

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 237 / 15

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Name: [239] ALS I LED Lamps are available

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Production of PAR 38 LED lamps will commence upon completion of development of LED replacement lamps.

Target CY Date: 2013

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Approach Lighting System : Model I

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 239 / 17

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Name: [241] Energy efficient ALSF-2 production systems available

State: Active

High Priority? No

Planning / Placeholder? No

Description: Improved components and system design are available

Target CY Date: 2017

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Approach Lighting System : Model I  
Approach Lighting System : Model II/III

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 241 / 16

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Name: [243] Decision to implement enhanced capability based on results of RVR research

State: Active

High Priority? No

Planning / Placeholder? No

Description: Capability to predict near term runway visibility changes and runway snowfall accumulation achieved

Target CY Date: 2015

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 243 / 15

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Name: [244] Next generation of DMEs available to support RNAV throughout the NAS

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Next generation of DMEs available to support RNAV throughout the NAS

Target CY Date: 2015

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Distance Measuring Equipment : High Power  
Distance Measuring Equipment : Low Power

Update Date: 02-Mar-2010 by Charles Horne

ID / Revision: 244 / 16

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Name: [245] Decision on near-term minimum operational VOR ground network

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy on near-term minimum operational VOR ground network

Target CY Date:	2010 Q4
Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Executive Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Navigation
Related Roadmaps:	Aircraft
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	NAV-01 NAV-02 NAV-03 NAV-04
Related Systems:	Instrument Landing System Avionics Very High Frequency Omnidirectional Range
Update Date:	10-Mar-2010 by James Grant
ID / Revision:	245 / 20

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Name:	[248] Next generation of LED PAPI systems available
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State:	Active
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High Priority?	No
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Planning / Placeholder?

No

Description: Next generation of LED PAPI system available

Target CY Date: 2013

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Precision Approach Path Indicator

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 248 / 19

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Name: [250] Next generation of LED REIL systems available

State: Active

High Priority? No

Planning / Placeholder? No

Description: Next generation of LED REIL systems available

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Runway End Identifier Lights

Update Date: 19-Feb-2010 by Charles Horne

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Name:	[252] Semiflush flasher fixtures production system available
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Semiflush flasher fixtures production system available
Target CY Date:	2014
Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Service Director
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Navigation
Related Roadmaps:	Aircraft Facilities Airport
Related Decision Points:	None
Replaced By Decision Points:	None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Approach Lighting System : Model I  
Approach Lighting System : Model II/III  
Enhanced Flight Vision System

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 252 / 17

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Name:	[254] In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	The SBS Program will develop connectivity and validate ADS-B suitability for ATC services through integration to the five primary automation platforms and establish an In-Service Decision (ISD) on ADS-B, ADS-R, TIS-B and FIS-B in Segment 1 by 2010.
Target CY Date:	2010 Q3
Decision Type:	In-Service Decision (ISD)
Impacts:	1. Deploy and certify equipment to support service delivery in selected locations 2. Certify ADS-B based separation standards for 3 and 5 nautical miles on five FAA automation platforms - ERAM, HOST, MEARTS, STARS, CARTS 3. Support ADS-B "Out" operations 4. Confirm minimum avionics performance to ensure future utility. 5. Help access and define additional aircraft to aircraft requirements 6. Achieve early benefits in non-radar airspace 7. Develop applications with industry partners.
Required Activities:	1. Deploy and certify equipment to support service delivery in selected locations. 2. Publish ADS-B "Out" Notice of Proposed Rulemaking (NPRM) 3. ADS-B "Out" Final Rule 4. Confirm minimum avionics performance to ensure future utility. 5. Define additional aircraft to aircraft requirements
System Impacts:	1. Deploy and certify equipment to support service delivery in selected locations 2. Certify ADS-B based separation standards for 3 and 5 nautical miles on five FAA automation platforms - ERAM, HOST, MEARTS, STARS, CARTS 3. Support ADS-B "Out" operations 4. Confirm minimum avionics performance to ensure future utility. 5. Help access and define additional aircraft to aircraft requirements 6. Achieve early benefits in non-radar airspace 7. Develop applications with industry partners.

Legacy Systems Affected: ADS-B, TIS-B, FIS-B, Aircraft Avionics

Approving Authority: Joint Resource Council

Lead Organization: Surveillance & Broadcast Services Program Services

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Aircraft  
Safety

Related Decision Points: [28] NextGen. Equipage Strategy (2008 Q2)  
[52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (2010 Q2)  
[253] In-Service Decision for SBS Essential Services (TIS-B/FIS-B) NAS wide implementation (2008 Q4)  
[403] Final Investment Decision for SBS Implementation of Advanced ADS-B Applications (2012)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Automatic Dependent Surveillance - Broadcast  
En Route Automation Modernization  
Flight Information Service - Broadcast  
Meteorological and Aeronautical Planning System  
Terminal Automation Modernization and Replacement  
Tower Flight Data Manager  
Traffic Information Service - Broadcast

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 254 / 18

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Name: [255] In-Service Decision for WM/LAT (Alaska and Colorado)

State: Active

High Priority? No

Planning / Placeholder? No

Description:	The FAA AJE and Air Traffic Organizations validate acceptable operation of Wide Area Multi-lateration (WM/LAT) systems in Colorado and Alaska. FAA will make a decision to approve the WM/LAT for service in Colorado and Alaska. The FAA will also assume WM/LAT operations from the Colorado Transportation Authority.
Target CY Date:	2010 Q2
Decision Type:	In-Service Decision (ISD)
Impacts:	Results of evaluation will impact FAA decision to operation of Wide Area Multi-lateration systems from the Colorado Transportation Authority and extend Multi-lateration operations in the NAS.  A decision to extend Multi-lateration in the NAS will provide a backup to ADS-B operations.
Required Activities:	1. Validate acceptable operation of Wide Area Multi-lateration systems in Colorado. 2. FAA assumes operation of Wide Area Multi-lateration systems from the Colorado Transportation Authority.
System Impacts:	Results of evaluation will impact FAA decision to operation of Wide Area Multi-lateration systems from the Colorado Transportation Authority and extend Multi-lateration operations in the NAS.  A decision to extend Multi-lateration in the NAS will provide a backup to ADS-B operations.
Legacy Systems Affected:	WM/LAT
Approving Authority:	Joint Resource Council
Lead Organization:	Surveillance & Broadcast Services Program Services
Supporting Orgs:	Systems Engineering & Safety Office Terminal Surveillance Group
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety
Related Decision Points:	[253] In-Service Decision for SBS Essential Services (TIS-B/FIS-B) NAS wide implementation (2008 Q4)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Wide Area Multi-Lateration
Update Date:	23-Feb-2010 by James Grant
ID / Revision:	255 / 18

Name:	[256] Final Investment Decision for ASR-11 Technology Refresh Segment 2 (through 2025)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	This decision provides a Final Investment Decision (FID) on a technology refresh implementation to sustain the ASR-11 functional and performance to 2025. DP # 256 provides a follow-on to the ASR-11 Technology Refresh Segment 1 addressed in DP # 99.
Target CY Date:	2013
Decision Type:	Final Investment Decision (FID)
Impacts:	Required to sustain the ASR-11 functional and performance to 2025. Requirements for DP # 102, ASTERIX and IP addressing, not addressed in DP # 99 may be addressed at DP # 256.
Required Activities:	The FAA approach to decision point # 104 on NextGen Surveillance and Weather Capability will impact the FAA approach to ASR-11 Technology Refresh.
System Impacts:	Required to sustain the ASR-11 functional and performance to 2025. Requirements for DP # 102, ASTERIX and IP addressing, not addressed in DP # 99 may be addressed at DP # 256.
Legacy Systems Affected:	N/A
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety Airport
Related Decision Points:	[99] Decision for ASR-11 Technology Refresh Segment 1 Final Investment Decision (2008 Q2) [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4) [604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: Airport Surveillance Radar : Model 11  
Digital Airport Surveillance Radar

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 256 / 12

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Name: [258] Investment Analysis Readiness Decision for LCGS

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for LCGS to enter the AMS IARD phase. The LCGS Program has Executive Council approval to implement systems at four sites - San Jose, Long Beach, Reno and Manchester. IARD will be revisited in 2012.

Target CY Date: 2012 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: 1. Delays in approval would delay the Pilot Evaluation Program to evaluate LCGS for operation at small to medium capacity airports.  
2. Delays implementation of a surveillance tool to provide surface situational awareness at small to medium capacity airports.

Required Activities: Conduct Pilot Evaluation Program to evaluation LCGS for operation at small to medium capacity airports - San Jose, Long Beach, Reno and Manchester. IARD will be revisited in 2012.  
Baseline certification requirements/standards for LCGS

System Impacts: 1. Delays in approval would delay the Pilot Evaluation Program to evaluate LCGS for operation at small to medium capacity airports.  
2. Delays implementation of a surveillance tool to provide surface situational awareness at small to medium capacity airports.

Legacy Systems Affected: LCGS, CARTS, STARS, RMMS

Approving Authority: Executive Council

Lead Organization: Aviation Research & Technology - Development Office

Supporting Orgs: Systems Engineering & Safety Office  
Terminal Surveillance Group

Primary Roadmap: Surveillance

Related Roadmaps: Safety  
Airport

Related Decision Points: [178] JRC Initial Investment Decision for Low Cost Ground Surveillance (LCGS) System (2009 Q4)  
[179] Final Investment Decision for LCGS (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Low Cost Ground Surveillance

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 258 / 19

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Name: [259] Final Investment Decision for RWSL Technology Refresh

State: Active

High Priority? No

Planning / Placeholder? No

Description: This is a Final Investment Decision for RWSL Technology Refresh Program to sustain the Runway Status Lights (RWSL) system through 2025.

Target CY Date: 2018

Decision Type: Final Investment Decision (FID)

Impacts: Implements a Technology Refresh program to sustain RWSL through 2025.

Required Activities: FAA decisions to (1) retain surface primary radars at DP # 76 and (2) use ADS-B to assume ASDE-X and LCGS functions.

System Impacts: Implements a Technology Refresh program to sustain RWSL through 2025.

Legacy Systems Affected: RWSL, airport runway lights

Approving Authority: Joint Resource Council



Lead Organization: Terminal Surveillance Group

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Runway Status Lights

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 259 / 13

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Name: [260] Decision on ADS-B Rule Compliance

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision for mininum ADS-B avionics equippage for aircraft operating in designated airspace.

Target CY Date: 2020

Decision Type: FAA Policy

Impacts: Rule approval for mininum ADS-B avionics equippage for aircraft operating in designated airspace.

Required Activities: Rule approval for mininum ADS-B avionics equippage for aircraft operating in designated airspace.

System Impacts: Rule approval for mininum ADS-B avionics equippage for aircraft operating in designated airspace.

Legacy Systems Affected: Primary: ADS-B, TIS-B/FIS-B, ATCBI-5, ATCBI-6, Mode S, WM/LAT, ASDE-X, LCGS, RWSL, PRM-A, Aircraft Avionics, New Beacon, New Primary Radar;  
Secondary: ASR-8, ASR-9, ASR-11

Approving Authority: Joint Resource Council

Lead Organization: Surveillance & Broadcast Services Program Services

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Air / Ground  
Automation

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: SURV-03  
SURV-05

Related Systems: Air Traffic Control Beacon Interrogator : Model 5  
Automatic Dependent Surveillance - Broadcast  
Mode Select

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 260 / 14

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Name: [262] Decision to implement Big Airspace at candidate areas

State: Active

High Priority? No

Planning / Placeholder? No

Description: This shall be an Executive Council decision to implement Big Airspace across the determined candidate areas resulting from favorable field tests.

Target CY Date: 2012

Decision Type: Executive Level

Impacts: Candidate Airspace

Required Activities: N/A

System Impacts: Candidate Airspace

Legacy Systems Affected: N/A

Approving Authority: Executive Council

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: Human Systems Integration

Related Decision Points: [261] Candidate site(s) selected (2010 Q3)  
[272] Recommend 1 or 2 test field locations and define automation requirements (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Collaborative Air Traffic Management Technologies  
En Route Automation Modernization  
En Route Automation NextGen Mid-Term WP  
Terminal Automation Modernization and Replacement  
Terminal Automation NextGen Mid-Term WP  
Time Based Flow Management

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 262 / 23

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Name: [263] Review airspace evolution and determine future phases if any

State: Active

High Priority? No

Planning / Placeholder? No

Description: Through the results of the FACES R&D and NASA R&D will determine future Airspace projects along with other demand constraints that exist in Airspace.

Target CY Date: 2012

Decision Type: FAA Strategy

Impacts: Airspace

Required Activities: 1. Determine airspace constraints  
2. Review R&D results from FACES/NASA

System Impacts: Airspace

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: [274] Decision to continue funding Future Airspace Capacity and Efficiency Research (2010 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 263 / 20

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Name: [267] Decision to proceed with High Altitude Generic Airspace Concept Phase 1

State: Active

High Priority? No

Planning / Placeholder? No

Description: TBD - Working with Generic High Conops groups for details of the description.

Target CY Date: 2017

Decision Type: FAA Policy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Executive Council

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: Human Systems Integration

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: A&P-02

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 267 / 21

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Name: [269] Identify locations (e.g. additional TRACONS and previously re-designed facilities)

State: Active

High Priority?	No
Planning / Placeholder?	No
Description:	Determine locations for SIDs & STARs with non-overlay RNAV or RNP SIDs and STARs and evaluate previously re-designed facilities for update/improvements.
Target CY Date:	2014
Decision Type:	FAA Strategy
Impacts:	N/A
Required Activities:	TBD
System Impacts:	N/A
Legacy Systems Affected:	SIDs and STARs
Approving Authority:	Service Unit VP
Lead Organization:	Airspace & AIM/DOD Liaison-US Navy
Supporting Orgs:	None
Primary Roadmap:	Airspace and Procedures
Related Roadmaps:	None
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	A&P-01
Related Systems:	None
Update Date:	24-Feb-2010 by Ward Huston
ID / Revision:	269 / 15

State: Active

High Priority? No

Planning / Placeholder? No

Description: Performance Based Navigation program to develop CONOPS, Concept of Use, and High Level Requirements for RNP Airspace.

Target CY Date: 2011 Q1

Decision Type: FAA Policy

Impacts: Delay in achieving benefits of reduced track to track separation.

Required Activities: TBD

System Impacts: Delay in achieving benefits of reduced track to track separation.

Legacy Systems Affected: SIDs and STARS

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 270 / 17

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Name: [271] Wake Turbulence Procedures

State: Active

High Priority? No

Planning / Placeholder? No

Description: Develop Wake based procedures for controllers utilizing the Wake Turbulence Mitigation for Departure (WTMD) system.

Target CY Date: 2011 Q2

Decision Type: Executive Level

Impacts: Departure Rate

Required Activities: 1. JRC for WTMD  
2. Safety case for procedure

System Impacts: Departure Rate

Legacy Systems Affected: WTMD

Approving Authority: Executive Council

Lead Organization: Planning & Procedures

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Wake Turbulence Mitigation : Arrivals (CSPR)  
Wake Turbulence Mitigation : Departures (CSPR)

Update Date: 24-Feb-2010 by Ward Huston



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Name:	[272] Recommend 1 or 2 test field locations and define automation requirements
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Recommend the first two test fields that will initiate the Big Airspace operational prototype and will provide result to feed future development of the Big Airspace Project.
Target CY Date:	2010 Q3
Decision Type:	FAA Strategy
Impacts:	Airspace, Facilities, Personnel
Required Activities:	Research results supporting two test fields
System Impacts:	Airspace, Facilities, Personnel
Legacy Systems Affected:	N/A
Approving Authority:	Executive Council
Lead Organization:	Airspace & AIM/DOD Liaison-US Navy
Supporting Orgs:	None
Primary Roadmap:	Airspace and Procedures
Related Roadmaps:	Facilities
Related Decision Points:	[261] Candidate site(s) selected (2010 Q3) [262] Decision to implement Big Airspace at candidate areas (2012)
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 272 / 27

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Name: [273] Develop concept for Integrated Performance Based Airspace

State: Active

High Priority? No

Planning / Placeholder? No

Description: Performance Based Navigation program to develop CONOPS, Concept of Use, and High Level Requirements for Integrated Performance Based Airspace.

Target CY Date: 2012 Q1

Decision Type: FAA Policy

Impacts: Delay in achieving benefits of greater flexibility, efficiency, controller workload, increased productivity, and opportunity for infrastructure savings.

Required Activities: NONE

System Impacts: Delay in achieving benefits of greater flexibility, efficiency, controller workload, increased productivity, and opportunity for infrastructure savings.

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 273 / 16

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Name: [274] Decision to continue funding Future Airspace Capacity and Efficiency Research

State: Active

High Priority? No

Planning / Placeholder? No

Description: This decision is the continue the FACES research at the end of 2010.

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: Mid-term Airspace Projects

Required Activities: Validate cost & benefits of the FACES research and the impacts to the future airspace projects.

System Impacts: Mid-term Airspace Projects

Legacy Systems Affected: Future and mid-term airspace projects/programs will be affected.

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: [263] Review airspace evolution and determine future phases if any (2012)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2010 by Ward Huston

ID / Revision: 274 / 25

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Name: [275] Terminal Automation NextGen Mid-Term Work Package Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Post TAMR Phase 3 functionality - cross domain coordinated TBO

Target CY Date: 2014

Decision Type: Initial Investment Decision (IID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [276] Terminal Automation NextGen Mid-Term Work Package Final Investment Decision (2015)  
[362] Terminal Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012)  
[363] Terminal Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision (2013)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Terminal Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 275 / 21

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Name: [276] Terminal Automation NextGen Mid-Term Work Package Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Post TAMR Phase 3 functionality - cross domain coordinated TBO

Target CY Date: 2015

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Comm, Surveillance, Weather and Facilities Grp

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [275] Terminal Automation NextGen Mid-Term Work Package Initial Investment Decision (2014)  
[362] Terminal Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012)  
[363] Terminal Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision (2013)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Terminal Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 276 / 21

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Name: [277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for SWIM Segment 2 Implementation of an Enterprise Service Bus (ESB) infrastructure functionality and core services.

Target CY Date: 2010 Q3

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Joint Resource Council
Lead Organization:	System Wide Information Management Group
Supporting Orgs:	Program Operations Office Systems Engineering & Safety Office Terminal Services
Primary Roadmap:	Enterprise Services
Related Roadmaps:	Safety
Related Decision Points:	[19] Approve CATMT work package 2 (mid-term package content) (2008 Q3) [38] Executive Level Decision to transition WMSCR Comms functionality to web access via NNEW WP2 & ALDARS Comms functionality to NNEW WP2 (2011) [45] Terminal Automation Modernization and Replacement (TAMR) Phase 3 Initial Investment Decision (2009 Q4) [48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube (2010 Q3) [59] Evaluate SWIM Air Capability (2010 Q3) [115] Approve Tower Flight Data Manager 1 Initial Investment Decision (2011 Q3) [177] Initial Investment Decision for SITS Air Domain Security Architectures (2011 Q3) [183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4) [209] Executive Level Decision to fund FAA portion of NextGen 4-D Weather Single Authoritative Source (4-D Wx SAS) (2014)
Replaced By Decision Points:	None
Related Assumptions:	ES-01 ES-02
Related Systems:	Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation Aeronautical Information Management Modernization Collaborative Air Traffic Management Technologies En Route Automation Modernization Remote Maintenance and Logging System : SWIM Interface System Wide Information Management Terminal Automation Modernization and Replacement Time Based Flow Management Tower Flight Data Manager
Update Date:	02-Mar-2010 by Keith Talbert
ID / Revision:	277 / 33

State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Investment Analysis Readiness Decision (IARD) for the NAS Enterprise Security Mid-Term Work Package.
Target CY Date:	2011 Q1
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	Starts the Investment Analysis Readiness Decision (IARD) phased for developing the NAS Enterprise Security Mid-Term Work Package.
Required Activities:	NONE
System Impacts:	Starts the Investment Analysis Readiness Decision (IARD) phased for developing the NAS Enterprise Security Mid-Term Work Package.
Legacy Systems Affected:	N/A
Approving Authority:	Joint Resource Council
Lead Organization:	Information Security Team
Supporting Orgs:	Systems Engineering & Safety Office NAS Enterprise Architecture Group Technical Operations Safety & Operations Support Office
Primary Roadmap:	Information System Security
Related Roadmaps:	Enterprise Services Information System Security
Related Decision Points:	[296] IID for RE&D for I&KM (2012 Q1) [297] IID for EBP, ID&R, IPE, and CSM for the Mid Term Work Package (2012 Q1) [585] Transition plan for NAS Programs to use the Intrusion Detection & Response capability completed (2011 Q3) [589] Transition plan for NAS Programs to use the External Boundary Protection capability completed (2011 Q2)
Replaced By Decision Points:	None
Related Assumptions:	ISS-01 ISS-02 ISS-03 ISS-04 ISS-05 ISS-06 ISS-07 ISS-08



ISS-09  
ISS-10  
ISS-11  
ISS-12  
ISS-13  
ISS-14  
ISS-15  
ISS-16

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 294 / 27

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Name: [295] FID for ID&R, EBP, IPE, and CSM capabilities of Mid Term Work Package

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Final Investment Decision (FID) for ID&R, EBP, IPE, and CSM capabilities of Mid Term Work Package.

Target CY Date: 2013 Q1

Decision Type: Final Investment Decision (FID)

Impacts: Defines the Mid-Term Enterprise Information System Security for ID&R, EBP, IPE, and CSM capabilities.

Required Activities: Approval of FID for Mid-Term Enterprise Information System Security for ID&R, EBP, IPE, and CSM capabilities .

System Impacts: Defines the Mid-Term Enterprise Information System Security for ID&R, EBP, IPE, and CSM capabilities.

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Business Management Group

Primary Roadmap: Information System Security

Related Roadmaps: Enterprise Services

Related Decision Points: [297] IID for EBP, ID&R, IPE, and CSM for the Mid Term Work Package (2012 Q1)  
[586] Transition plan for NAS Programs to use the Certified Software Management capability completed (2015 Q3)  
[588] Transition plan for NAS Programs to use the Internal Policy Enforcement capability completed (2013 Q2)

Replaced By Decision Points: None

Related Assumptions: IPE-01  
ISS-01  
ISS-02  
ISS-03  
ISS-04  
ISS-05  
ISS-06  
ISS-07  
ISS-08  
ISS-09  
ISS-10  
ISS-11  
ISS-12  
ISS-13  
ISS-14  
ISS-15  
ISS-16

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 295 / 22

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Name: [296] IID for RE&D for I&KM

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) to approve RE&D test and evaluation for Enterprise Security solutions.

Target CY Date: 2012 Q1

Decision Type: Initial Investment Decision (IID)

Impacts: Initiates the IId phase for RE&D for I&KM test and evaluation for Enterprise Security solutions.

Required Activities: Approve RE&D test and evaluation for Enterprise Security solutions.

System Impacts: Initiates the IId phase for RE&D for I&KM test and evaluation for Enterprise Security solutions.

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: [294] IARD for Mid Term Work Package (2011 Q1)  
[300] FID for I&KM Mid Term Work Package (2014 Q2)

Replaced By Decision Points: None

Related Assumptions: ISS-12  
ISS-13

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 296 / 19

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Name: [297] IID for EBP, ID&R, IPE, and CSM for the Mid Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description:	Initial Investment Decisions (IID) for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package.
Target CY Date:	2012 Q1
Decision Type:	Initial Investment Decision (IID)
Impacts:	Initiates the IID phase for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package
Required Activities:	Approve IID phase for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package
System Impacts:	Initiates the IID phase for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package
Legacy Systems Affected:	N/A
Approving Authority:	Joint Resource Council
Lead Organization:	Information Security Team
Supporting Orgs:	Systems Engineering & Safety Office NAS Enterprise Architecture Group Technical Operations Safety & Operations Support Office
Primary Roadmap:	Information System Security
Related Roadmaps:	Enterprise Services
Related Decision Points:	[294] IARD for Mid Term Work Package (2011 Q1) [295] FID for ID&R, EBP, IPE, and CSM capabilities of Mid Term Work Package (2013 Q1)
Replaced By Decision Points:	None
Related Assumptions:	IPE-01 ISS-01 ISS-02 ISS-03 ISS-04 ISS-05 ISS-06 ISS-07 ISS-08 ISS-09 ISS-10 ISS-11 ISS-12 ISS-13 ISS-14 ISS-15 ISS-16

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 297 / 21

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Name: [298] IARD for Far Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for IARD for NAS Enterprise Security Far Term Work Package.

Target CY Date: 2018 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Initiate the Investment Analysis Readiness Decision (IARD) for IARD for NAS Enterprise Security Far Term Work Package.

Required Activities: Approve Investment Analysis Readiness Decision (IARD) for IARD for NAS Enterprise Security Far Term Work Package.

System Impacts: Initiate the Investment Analysis Readiness Decision (IARD) for IARD for NAS Enterprise Security Far Term Work Package.

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: [299] IID for Far Term Work Package (2019 Q3)  
[602] Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Far Term Work Package (2017 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Far Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 298 / 20

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Name: [299] IID for Far Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for IID for Far Term Work Package for Enterprise Information System Security

Target CY Date: 2019 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: Initiates the Initial Investment Decision (IID) for IID for Far Term Work Package for Enterprise Information System Security.

Required Activities: Approve the Initial Investment Decision (IID) for IID for Far Term Work Package for Enterprise Information System Security.

System Impacts: Initiates the Initial Investment Decision (IID) for IID for Far Term Work Package for Enterprise Information System Security.

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: [298] IARD for Far Term Work Package (2018 Q2)  
[301] BCD Far Term Work Package (2023 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Far Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 299 / 18

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Name: [300] FID for I&KM Mid Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for I&KM Mid Term Work Package.

Target CY Date: 2014 Q2

Decision Type: Final Investment Decision (FID)

Impacts: Final Investment Decision (FID) for I&KM Mid Term Work Package.

Required Activities: Final Investment Decision (FID) for I&KM Mid Term Work Package.

System Impacts: Final Investment Decision (FID) for I&KM Mid Term Work Package.

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: Enterprise Services

Related Decision Points: [296] IID for RE&D for I&KM (2012 Q1)  
[522] Transition plan for NAS Programs to use Identity and Key Management Enterprise capability completed (2015 Q1)

Replaced By Decision Points: None

Related Assumptions: ISS-10  
ISS-11  
ISS-12  
ISS-13

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 300 / 16

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Name: [301] BCD Far Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Baseline Change Decision (BCD) for the Far Term Work Package for Enterprise Security solutions.

Target CY Date: 2023 Q2

Decision Type: Baseline Change Decision (BCD)

Impacts: Baseline Change Decision (BCD) for the Far Term Work Package for Enterprise Security solutions.

Required Activities: Baseline Change Decision (BCD) for the Far Term Work Package for Enterprise Security solutions.

System Impacts: Baseline Change Decision (BCD) for the Far Term Work Package for Enterprise Security solutions.



Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: [299] IID for Far Term Work Package (2019 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Far Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 301 / 16

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Name: [303] Future Facility Strategy Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: This is the FAA Future Facility Strategy Decision to pursue legislative authority for ATC facility relocations and/or consolidations, in accordance with NextGen Facilities Program alternatives analysis.

Target CY Date: 2010 Q2

Decision Type: FAA Strategy

Impacts: NextGen Facilities

Required Activities: TBD

System Impacts: NextGen Facilities

Legacy Systems Affected: TBD

Approving Authority: Joint Resource Council

Lead Organization: Future Facilities Engineering Team

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 22-Feb-2010 by David Yaeger

ID / Revision: 303 / 12

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Name: [304] Data Communications Segment 2 FID

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: DataComm Segment 2 extends CPDLC capability to TRACONS and provides ADS-C and FIS capability.

Target CY Date: 2015

Decision Type: Final Investment Decision (FID)

Impacts: Failure to implement DataComm will severely limit the use of Trajectory Based Operations - a key capability in the NextGen concept.

Required Activities: NONE

System Impacts: Failure to implement DataComm will severely limit the use of Trajectory Based Operations - a key capability in the NextGen concept.

Legacy Systems Affected: Aircraft, Automation

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Development Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [158] Data Communications Segment 1 FID (part 1 of a split FID) (2011 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Aeronautical Information Management Modernization  
Data Communications  
En Route Automation NextGen Far-Term WP  
En Route Automation NextGen Mid-Term WP  
Tower Flight Data Manager

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 304 / 20

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Name: [316] GBAS/LAAS ground facilities and single-frequency avionics available for use

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: GBAS/LAAS ground facilities and single-frequency avionics available for use

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Air / Ground  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Local Area Augmentation System (Ground Based Augmentation System) Category II/III

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 316 / 15

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Name: [318] All federal NDBs decommissioned from the NAS

State: Active

High Priority? No

Planning / Placeholder? No

Description: All federal NDBs decommissioned from the NAS

Target CY Date: 2015

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: Non-Directional Beacon

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Air / Ground  
Facilities  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Non-Directional Beacon

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 318 / 11

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Name:	[322] Enhanced low visibility operations supported by navigation infrastructure
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Enhanced low visibility operations supported by navigation infrastructure
Target CY Date:	2011
Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	UNKNOWN
Approving Authority:	Service Director
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Navigation
Related Roadmaps:	Facilities Airport
Related Decision Points:	None
Replaced By Decision Points:	None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Runway Visual Range

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 322 / 16

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Name: [324] ALS (I) - Design and development of PAR 38 and PAR 56 LED replacement lamps is completed

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Production of PAR 36 and PAR 56 LED lamps will commence upon completion of development of LED replacement lamps.

Target CY Date: 2012

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 324 / 13

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Name: [339] Initial Investment Decision for NAS Voice Switch

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Provides air/ground and ground/ground voice communications services for controllers, at new and existing facilities, including GSDFs, ARTCCs, TRACONs and Towers.

Target CY Date: 2010 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: NextGen objective to dynamically match ATC assets to ATC dynamically changing needs will not be realized.

Required Activities: Analyze flexible comm enterprise architecture (EA) with busiess case focus - Develop alternative transition strategies - Study voice usage - Determine that RCE can be effectively integrated into NVS program.

System Impacts: NextGen objective to dynamically match ATC assets to ATC dynamically changing needs will not be realized.

Legacy Systems Affected: RCE

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group



Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: COMM-03

Related Systems: NAS Voice System

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 339 / 15

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Name: [341] Final Investment Decision to transition WMSCR Comms functionality to web access via SWIM Seg 3 & ALDARS Comms to NNEW WP2

State: Active

High Priority? No

Planning / Placeholder? No

Description: Begins transition of enabling web access to ASOS observations from ADAS and ADAS' ALDARS capability (lightning location identification with nearby ASOS/AWOS/AWSS) into NextGen era via NNEW WP2

Target CY Date: 2015

Decision Type: Final Investment Decision (FID)

Impacts: Saves funds by transitioning this functionality into existing functionality of NNEW ensuring wider and more rapid access to NOTAM and weather information while eliminating point-to-point communications

Required Activities: AJW-4 and ATO-P collaborate to work with FAATC to effect a seamless transition of WMSCR into NNEW

System Impacts: Saves funds by transitioning this functionality into existing functionality of NNEW ensuring wider and more rapid access to NOTAM and weather information while eliminating point-to-point communications

Legacy Systems Affected: WMSCR

Approving Authority: Joint Resource Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: New Weather Capabilities Group

Primary Roadmap: Weather

Related Roadmaps: Safety

Related Decision Points: [449] IID to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS Comms to NNEW WP2 (2014)

Replaced By Decision Points: None

Related Assumptions: WX-11

Related Systems: Terminal Automation Modernization and Replacement  
Tower Flight Data Manager

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 341 / 10

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Name: [344] Establish Requirements for a Backup Timing Source

State: Active

High Priority? No

Planning / Placeholder? No

Description: The decision to "Establish Requirements for a backup Timing Source" will identify the timing backup, reliability and diversity requirements in support of NAS operational systems and leased services will be determined.

DHS sent email (on timing); FAA input says VOR is the backup. A comprehensive study on to determine timing backup, reliability and diversity requirements".

Target CY Date: 2010 Q4

Decision Type: Executive Level

Impacts: Impacts NAS timing backup, reliability and diversity requirements".

Required Activities: A comprehensive study on to determine timing backup, reliability and diversity requirements".  
Assess GPS backup requirements for timing and frequency. Agreement must be obtained with Navigation and other domains on an approach.  
The selected approach needs to address safety and security concerns.

System Impacts: Impacts NAS timing backup, reliability and diversity requirements".

Legacy Systems Affected: UNKNOWN

Approving Authority: Executive Council

Lead Organization: Technical Operations

Supporting Orgs: Systems Engineering & Safety Office  
System Wide Information Management Group

Primary Roadmap: Enterprise Services

Related Roadmaps: Air / Ground  
Automation  
Communications  
Navigation  
Surveillance

Related Decision Points: [345] Implementation strategy decision for GPS timing backup (2011)

Replaced By Decision Points: None

Related Assumptions: NAV-05  
SURV-02

Related Systems: None

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 344 / 20

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Name: [345] Implementation strategy decision for GPS timing backup

State: Active

High Priority? No

Planning / Placeholder? No

Description:	The implementation strategy decision for GPS timing backup will determine of the chosen technology, how backup will be provided for both legacy NAS systems, and NextGen systems.
Target CY Date:	2011
Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	GPD backup timing implementation development.
System Impacts:	NONE
Legacy Systems Affected:	UNKNOWN
Approving Authority:	Executive Council
Lead Organization:	Technical Operations
Supporting Orgs:	Systems Engineering & Safety Office System Wide Information Management Group
Primary Roadmap:	Enterprise Services
Related Roadmaps:	Air / Ground Automation Communications Navigation Surveillance
Related Decision Points:	[344] Establish Requirements for a Backup Timing Source (2010 Q4)
Replaced By Decision Points:	None
Related Assumptions:	NAV-05 SURV-02
Related Systems:	None
Update Date:	23-Feb-2010 by James Grant
ID / Revision:	345 / 13

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Name: [346] Final Investment Decision for CATMT Work Package 4

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Determine contents of CATMT Work Package 4

Target CY Date: 2015

Decision Type: Final Investment Decision (FID)

Impacts: Personnel

Required Activities: NONE

System Impacts: Personnel

Legacy Systems Affected: UNKNOWN

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [354] CATMT Work Package 4 Concept and Requirements Definition Readiness Decision (2012)  
[355] CATMT Work Package 4 Investment Analysis Readiness Decision (2013)  
[356] CATMT Work Package 4 Initial Investment Decision (2014)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 346 / 12

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Name: [348] Approve new CCS for ATCSCC in Potomac

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: The Air Traffic Control Command Center (ATCSCC) is being moved from Herndon, VA to the Potomac TRACON. This DP is for the decision to decommission the Conference Control System (CCS) in Herndon and to provision a new CCS for the ATCSCC in the Potomac facility.

Target CY Date: 2011 Q2

Decision Type: Executive Level

Impacts: The CCS is needed to support Collaborative Decision Making.

Required Activities: Activity is needed to equip the new ATCSCC with a new switch.

System Impacts: The CCS is needed to support Collaborative Decision Making.

Approving Authority: Executive Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Conference Control System  
Enhanced Terminal Voice Switch  
GSA 400/466  
Integrated Communications Switching System : Type I  
Integrated Communications Switching System : Type III  
Rapid Deployment Voice Switch : Type I  
Rapid Deployment Voice Switch : Type II  
Rapid Deployment Voice Switch : Type IIA  
Small Tower Voice Switch

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 348 / 6

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Name:	[349] Approve Digital Audio Legal Recorder replacement
State:	Active
High Priority?	No
Planning / Placeholder?	Yes
Description:	The Digital Audio Legal Recorder is projected to have a 10 year operational life. Before this happens a decision needs to be made whether to replace the DALR with a different system or to perform a technical refresh.
Target CY Date:	2022 Q2
Decision Type:	Executive Level
Impacts:	The DALR performs the legally required recording of ATC voice.
Required Activities:	A study will need to be performed on how to best deal with an aging DALR.
System Impacts:	The DALR performs the legally required recording of ATC voice.
Approving Authority:	Joint Resource Council
Lead Organization:	Voice Switching and Recording Group
Supporting Orgs:	None
Primary Roadmap:	Communications
Related Roadmaps:	None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Digital Audio Legal Recorder

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 349 / 6

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Name: [350] FID for NEXCOM Segment 2 Modernization Phase 1

State: Active

High Priority? No

Planning / Placeholder? No

Description: NEXCOM Segment 2 modernization consists of the replacement of UHF and VHF radios, UHF and VHF Emergency Transceiver Radios (ETR) and VHF handheld radios for the Terminal and Flight Service environments.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: NEXCOM Segment 2 modernization is required to maintain A/G communications capability at the required availability.

Required Activities: None.

System Impacts: NEXCOM Segment 2 modernization is required to maintain A/G communications capability at the required availability.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications



Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Emergency Transceiver Replacement  
Ultra High Frequency Ground Radios  
Very High Frequency Ground Radios  
Very High Frequency Handheld Radios

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 350 / 5

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Name: [351] Approve RCE Replacement

State: Active

High Priority? No

Planning / Placeholder? No

Description: This DP for Radio Control Equipment (RCE) is to approve the scope and costs associated with RCE replacement, technical refresh, and/or enhancements.

Target CY Date: 2011 Q2

Decision Type: Final Investment Decision (FID)

Impacts: RCE is a necessary component of A/G communications.

Required Activities: None.

System Impacts: RCE is a necessary component of A/G communications.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: Telecommunications Services Group  
Voice Switching and Recording Group

Primary Roadmap: Communications

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Radio Control Equipment

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 351 / 6

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Name: [353] Data Communications Segment 1 FID (part 2 of a split FID)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: This is the second part of a split FID for DataComm Segment 1. It is for the procurement of En Route DataComm Automation Infrastructure and CPDLC applications. See DP 158 for a description of part 1 of this split FID.

Target CY Date: 2012 Q1

Decision Type: Final Investment Decision (FID)

Impacts: DataComm capability is needed for the implementation of Trajectory Based Operations - a key NextGen capability.

Required Activities: None.

System Impacts: DataComm capability is needed for the implementation of Trajectory Based Operations - a key NextGen capability.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Development Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Data Communications  
En Route Automation Modernization  
Tower Flight Data Manager

Update Date: 08-Mar-2010 by George Masiuk

ID / Revision: 353 / 8

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Name: [354] CATMT Work Package 4 Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Determine contents of CATMT Work Package 4

Target CY Date: 2012

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [346] Final Investment Decision for CATMT Work Package 4 (2015)  
[355] CATMT Work Package 4 Investment Analysis Readiness Decision (2013)  
[356] CATMT Work Package 4 Initial Investment Decision (2014)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 354 / 10

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Name: [355] CATMT Work Package 4 Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Determine contents of CATMT Work Package 4

Target CY Date: 2013

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [346] Final Investment Decision for CATMT Work Package 4 (2015)  
[354] CATMT Work Package 4 Concept and Requirements Definition Readiness Decision (2012)  
[356] CATMT Work Package 4 Initial Investment Decision (2014)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 355 / 7

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Name: [356] CATMT Work Package 4 Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Determine contents of CATMT Work Package 4

Target CY Date: 2014

Decision Type: Initial Investment Decision (IID)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Human Systems Integration  
Safety

Related Decision Points: [346] Final Investment Decision for CATMT Work Package 4 (2015)  
[354] CATMT Work Package 4 Concept and Requirements Definition Readiness Decision (2012)  
[355] CATMT Work Package 4 Investment Analysis Readiness Decision (2013)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 356 / 8

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Name: [357] TBFM/IES Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: TBFM is to be enhanced with greater integration with TFM and ATC capabilities.

Target CY Date: 2011 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [44] Time Based Flow Management (TBFM)/Integrated Enterprise Solution (IES) Initial Investment Decision (2012)  
[57] TBFM/IES Final Investment Decision (2013)  
[372] TBFM/IES Concept and Requirements Definition Readiness Decision (2011)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Time Based Flow Management : Integrated Enterprise Solution

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 357 / 7

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Name: [358] En Route /Oceanic IES NextGen WP Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Contents for EnRoute and Oceanic Automation NextGen Far-Term Work Package

Target CY Date: 2015

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [201] En Route /Oceanic IES NextGen WP Initial Investment Decision (2017)  
[202] En Route /Oceanic IES NextGen WP Final Investment Decision (2018)  
[359] En Route /Oceanic IES NextGen WP Investment Analysis Readiness Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: En Route Automation NextGen Far-Term WP

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 358 / 9

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Name: [359] En Route /Oceanic IES NextGen WP Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Contents for EnRoute and Oceanic Automation NextGen Far-Term Work Package

Target CY Date: 2016

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [201] En Route /Oceanic IES NextGen WP Initial Investment Decision (2017)  
[202] En Route /Oceanic IES NextGen WP Final Investment Decision (2018)  
[358] En Route /Oceanic IES NextGen WP Concept and Requirements Definition Readiness Decision (2015)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: En Route Automation NextGen Far-Term WP

Update Date: 05-Mar-2010 by Keith Talbert

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Name: [360] En Route Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Contents for EnRoute and Oceanic Automation NextGen Far-Term Work Package

Target CY Date: 2012

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [75] En Route Automation NextGen Mid-Term Work Package Initial Investment Decision (2014)  
[111] En Route Automation NextGen Mid-Term Work Package Final Investment Decision (2015)  
[361] En Route Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision (2013)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: En Route Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 360 / 10

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Name: [361] En Route Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Contents for En Route Automation NextGen Mid-Term Work Package

Target CY Date: 2013

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [75] En Route Automation NextGen Mid-Term Work Package Initial Investment Decision (2014)  
[111] En Route Automation NextGen Mid-Term Work Package Final Investment Decision (2015)  
[360] En Route Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: En Route Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 361 / 9

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Name:	[362] Terminal Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Post TAMR Phase 3 functionality - cross domain coordinated TBO
Target CY Date:	2012
Decision Type:	Concept and Requirements Definition Readiness Decision (CRDR)
Impacts:	None
Required Activities:	None
System Impacts:	None
Approving Authority:	Service Unit / EAB
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	None

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[275] Terminal Automation NextGen Mid-Term Work Package Initial Investment Decision (2014)  
[276] Terminal Automation NextGen Mid-Term Work Package Final Investment Decision (2015)  
[363] Terminal Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision (2013)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Terminal Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 362 / 9

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Name: [363] Terminal Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Post TAMR Phase 3 functionality - cross domain coordinated TBO

Target CY Date: 2013

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [275] Terminal Automation NextGen Mid-Term Work Package Initial Investment Decision (2014)  
[276] Terminal Automation NextGen Mid-Term Work Package Final Investment Decision (2015)  
[362] Terminal Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision (2012)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Terminal Automation NextGen Mid-Term WP

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 363 / 8

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Name: [364] Transition to NextGen Far Term automation platforms and display subsystem through convergence Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Reduce the number and types of automation systems and displays in the NAS by integrating functionalities.

Target CY Date: 2015

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [83] Transition to NextGen Far Term automation platforms and display subsystem through convergence Initial Investment Decision (2017)  
[110] Approve final investment for transition to NextGen automation platforms and display subsystem through convergence (2018)  
[365] Transition to NextGen Far Term automation platforms and display subsystem through convergence Investment Analysis Readiness Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: NextGen Far-Term Work Package

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 364 / 9

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Name: [365] Transition to NextGen Far Term automation platforms and display subsystem through convergence Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Reduce the number and types of automation systems and displays in the NAS by integrating functionalities

Target CY Date: 2016

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [83] Transition to NextGen Far Term automation platforms and display subsystem through convergence Initial Investment Decision (2017)  
[110] Approve final investment for transition to NextGen automation platforms and display subsystem through convergence (2018)  
[364] Transition to NextGen Far Term automation platforms and display subsystem through convergence Concept and Requirements Definition Readiness Decision (2015)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: NextGen Far-Term Work Package

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 365 / 7

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Name: [367] Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision is the initial phase of the acquisition, which when complete wraps up into a single platform CONUS, Alaska, and DUAT/S. In FY10 they are completing the CRD and IARD.

Target CY Date: 2010 Q4



Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Proposed addition to roadmap

Required Activities: Proposed addition to roadmap

System Impacts: Proposed addition to roadmap

Approving Authority: Joint Resource Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [208] Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision (2012 Q3)  
[306] Acquisition Strategy for Automated Flight Service Stations - CONUS (2014)  
[366] Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision (2010 Q2)  
[368] Meteorological and Aeronautical Planning System (MAPS) Initial Investment Decision (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-02  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Meteorological and Aeronautical Planning System

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 367 / 15

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Name: [368] Meteorological and Aeronautical Planning System (MAPS) Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Flight Service Evolution Investment Analysis Readiness Decision

Target CY Date: 2011 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [208] Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision (2012 Q3)  
[366] Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision (2010 Q2)  
[367] Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision (2010 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-02  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Direct User Access Terminal Service  
Meteorological and Aeronautical Planning System

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 368 / 10

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Name: [369] AIM Modernization Segment 3 Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: AIM Segment 3 supporting world wide AIM availability. AI Services and graphical NOTAM to aircraft via SWIM.

Target CY Date: 2014

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [122] AIM Modernization Segment 3 Final Investment Decision (2017)  
[370] AIM Modernization Segment 3 Investment Analysis Readiness Decision (2015)  
[371] AIM Modernization Segment 3 Initial Investment Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Aeronautical Information Management Modernization

Update Date: 08-Mar-2010 by Keith Talbert

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Name: [370] AIM Modernization Segment 3 Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: AIM Segment 3 supporting world wide AIM availability. AI Services and graphical NOTAM to aircraft via SWIM

Target CY Date: 2015

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [122] AIM Modernization Segment 3 Final Investment Decision (2017)  
[369] AIM Modernization Segment 3 Concept and Requirements Definition Readiness Decision (2014)  
[371] AIM Modernization Segment 3 Initial Investment Decision (2016)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Aeronautical Information Management Modernization

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 370 / 7

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Name: [371] AIM Modernization Segment 3 Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: AIM Segment 3 supporting world wide AIM availability. AI Services and graphical NOTAM to aircraft via SWIM.

Target CY Date: 2016

Decision Type: Initial Investment Decision (IID)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [122] AIM Modernization Segment 3 Final Investment Decision (2017)  
[369] AIM Modernization Segment 3 Concept and Requirements Definition Readiness Decision (2014)  
[370] AIM Modernization Segment 3 Investment Analysis Readiness Decision (2015)

Replaced By Decision Points: None

Related Assumptions: AUTO-03  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Aeronautical Information Management Modernization

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 371 / 7

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Name: [372] TBFM/IES Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: TBFM is to be enhanced with greater integration with TFM and ATC capabilities.

Target CY Date: 2011

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [44] Time Based Flow Management (TBFM)/Integrated Enterprise Solution (IES) Initial Investment Decision (2012)  
[57] TBFM/IES Final Investment Decision (2013)  
[357] TBFM/IES Investment Analysis Readiness Decision (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-04  
AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Time Based Flow Management : Integrated Enterprise Solution

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 372 / 10

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Name: [373] RMMS CONOPS for NextGen Integration Strategy Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Strategy Decision for RMLS ConOps for Tech Ops NextGen Mid-Term Work Package, Tech Ops NextGen Far-Term Work Package, and SWIM Segment 3

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Executive Council

Lead Organization: National Airspace System Support Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Remote Maintenance and Logging System : NextGen Mid-Term Work Package

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 373 / 4

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Name: [376] Interface RMLS with SWIM Segment 2 Executive Level Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Executive Level Decision to Interface with SWIM Segment 2, and SWIM Segment 3

Target CY Date: 2013 Q1

Decision Type: Executive Level

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Executive Council

Lead Organization: National Airspace System Support Group

Supporting Orgs: None



Primary Roadmap: Automation

Related Roadmaps: Enterprise Services

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-08

Related Systems: None

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 376 / 5

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Name: [385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal

State: Active

High Priority? No

Planning / Placeholder? No

Description: Plan for procurement or development of a common display for IDS in Terminal and EnRoute.

Target CY Date: 2013

Decision Type: Initial Investment Decision (IID)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [65] Common Information Display Systems (IDS) capability in En Route and Terminal Final Investment Decision (2014)  
[109] Architectural Decision to Pursue a Common Information Display System (IDS) (2010 Q3)  
[605] Investment Analysis Readiness Decision of common Information Display Systems (IDS) capability in En Route and Terminal (2012)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Automated Surface Observing System Controller Equipment Information Display System  
En Route Information Display System  
Systems Atlanta Information Display System

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 385 / 11

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Name: [386] NextGen ATOP/Offshore Automation Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Modernize the Oceanic and Offshore operations and systems to accommodate NextGen functionality.

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: Integration with En Route and Terminal automation.

Required Activities: Proposed Addition to roadmap

System Impacts: Integration with En Route and Terminal automation.

Approving Authority: Service Unit / EAB

Lead Organization: Domain Engineering Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [387] NextGen ATOP/Offshore Automation Investment Analysis Readiness Decision (2011 Q1)  
[388] NextGen ATOP/Offshore Automation Initial Investment Decision (2011 Q3)  
[389] NextGen ATOP/Offshore Automation Final Investment Decision (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Microprocessor-En Route Automated Radar Tracking System

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 386 / 8

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Name: [387] NextGen ATOP/Offshore Automation Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Modernize the Oceanic and Offshore operations and systems to accommodate NextGen functionality.

Target CY Date: 2011 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Integration with En Route and Terminal automation.

Required Activities: Proposed Addition to roadmap

System Impacts: Integration with En Route and Terminal automation.

Approving Authority: Joint Resource Council

Lead Organization: Domain Engineering Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [386] NextGen ATOP/Offshore Automation Concept and Requirements Definition Readiness Decision (2010 Q2)  
[388] NextGen ATOP/Offshore Automation Initial Investment Decision (2011 Q3)  
[389] NextGen ATOP/Offshore Automation Final Investment Decision (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Microprocessor-En Route Automated Radar Tracking System

Update Date: 01-Mar-2010 by Keith Talbert

ID / Revision: 387 / 7

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Name: [388] NextGen ATOP/Offshore Automation Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Modernize the Oceanic and Offshore operations and systems to accommodate NextGen functionality.

Target CY Date: 2011 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: Integration with En Route and Terminal automation.

Required Activities: Proposed Addition to roadmap

System Impacts: Integration with En Route and Terminal automation.

Approving Authority: Joint Resource Council

Lead Organization: Domain Engineering Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [386] NextGen ATOP/Offshore Automation Concept and Requirements Definition Readiness Decision (2010 Q2)  
[387] NextGen ATOP/Offshore Automation Investment Analysis Readiness Decision (2011 Q1)  
[389] NextGen ATOP/Offshore Automation Final Investment Decision (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-05  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Microprocessor-En Route Automated Radar Tracking System

Update Date: 01-Mar-2010 by Keith Talbert

ID / Revision: 388 / 7

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Modernize the Oceanic and Offshore operations and systems to accommodate NextGen functionality

Target CY Date: 2012 Q3

Decision Type: Final Investment Decision (FID)

Impacts: Integration with En Route and Terminal automation.

Required Activities: Proposed Addition to roadmap

System Impacts: Integration with En Route and Terminal automation.

Approving Authority: Joint Resource Council

Lead Organization: Domain Engineering Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [386] NextGen ATOP/Offshore Automation Concept and Requirements Definition Readiness Decision (2010 Q2)  
[387] NextGen ATOP/Offshore Automation Investment Analysis Readiness Decision (2011 Q1)  
[388] NextGen ATOP/Offshore Automation Initial Investment Decision (2011 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-05  
AUTO-06  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

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Name:	[390] Final Investment Decision for legacy beacon (Mode S) SLEP through 2025
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Final Investment Decision for legacy beacon (Mode S) SLEP through 2025
Target CY Date:	2011 Q4
Decision Type:	Final Investment Decision (FID)
Impacts:	Address Mode S maintenance issues to sustain the Mode S secondary surveillance service and supports implementing the ADS-B Backup Strategy and Big Airspace. Provides benefits of IP connectivity for distribution of surveillance data.
Required Activities:	Approve Mode S SLEP and decision on Surveillance Interface Modernization (SIM) to implement ASTERIX and IP Addressing.
System Impacts:	Address Mode S maintenance issues to sustain the Mode S secondary surveillance service and supports implementing the ADS-B Backup Strategy and Big Airspace. Provides benefits of IP connectivity for distribution of surveillance data.
Approving Authority:	Executive Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	None
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety
Related Decision Points:	[100] Initial Investment Decision for legacy beacon (Mode S) SLEP through 2025 (2010 Q4) [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4) [604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)
Replaced By Decision Points:	None

Related Assumptions: SURV-01

Related Systems: Mode Select

Update Date: 10-Feb-2010 by James Grant

ID / Revision: 390 / 4

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Name:	[391] Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025. The DP provides a comprehensive approach to address ASR-8 maintenance issues, sustain the ASR-8 surveillance service through 2025, adds a weather processing capability and supports National Strategy for Aviation Security goals.
Target CY Date:	2011 Q4
Decision Type:	Final Investment Decision (FID)
Impacts:	The DP provides a comprehensive approach to address ASR-8 maintenance issues, sustain the ASR-8 surveillance service through 2025, adds a weather processing capability and supports National Strategy for Aviation Security goals.
Required Activities:	Approve ASR-8 SLEP and addition of a weather processing capability and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressing.
System Impacts:	The DP provides a comprehensive approach to address ASR-8 maintenance issues, sustain the ASR-8 surveillance service through 2025, adds a weather processing capability and supports National Strategy for Aviation Security goals.
Approving Authority:	Executive Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety Airport



Related Decision Points: [98] Initial Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025 (2010 Q4)  
[102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar : Model 8

Update Date: 10-Feb-2010 by James Grant

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Name: [392] Final Investment Decision for legacy radar (ASR-9) SLEP through 2025

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision for legacy radar (ASR-9) SLEP through 2025. This DP provides a comprehensive approach to address ASR-9 maintenance issues, sustain the ASR-9 surveillance service through 2025, adds a weather processing capability and supports National Strategy for Aviation Security goals.

Target CY Date: 2011 Q4

Decision Type: Final Investment Decision (FID)

Impacts: The DP provides a comprehensive approach to address ASR-9 maintenance issues, sustain the ASR-9 surveillance service through 2025, adds a weather processing capability and supports National Strategy for Aviation Security goals.

Required Activities: Approve ASR-9 SLEP and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressin

System Impacts: The DP provides a comprehensive approach to address ASR-9 maintenance issues, sustain the ASR-9 surveillance service through 2025, adds a weather processing capability and supports National Strategy for Aviation Security goals.

Approving Authority: Executive Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: [97] Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025 (2010 Q4)  
[604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar : Model 9

Update Date: 10-Feb-2010 by James Grant

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Name: [393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system will address requirements to sustain the ATCBI-5 and support Surveillance Interface Modernization (SIM) requirements for ASTERIX formatted data and Internet Protocol addressing for data distribution.

Target CY Date: 2010 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Required Activities: Approve ATCBI-5 SLEP and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressing.  
Assess new requirements to ATCBI secondary/beacon surveillance data.

System Impacts: The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[394] Final Investment Decision for Technology Refresh of ATCBI-5 beacon system (2012)  
[593] Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system (2010 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 5

Update Date: 16-Feb-2010 by James Grant

ID / Revision: 393 / 5

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Name: [394] Final Investment Decision for Technology Refresh of ATCBI-5 beacon system

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision for Technology Refresh of ATCBI-5 beacon system will determine the implementation required to sustain the ATCBI-5 and support Surveillance Interface Modernization (SIM) requirements for ASTERIX formatted data and Internet Protocol addressing for data distribution..

Target CY Date: 2012

Decision Type: Final Investment Decision (FID)

Impacts: This DP provides a comprehensive approach to address ATCBI-5 maintenance issues, sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Required Activities: Approve ATCBI-5 Technology Refresh and decision on Surveillance Interface Modernization (SIM) at DP #102, implement for ASTERIX and IP Addressing.  
Implement new requirements to ATCBI secondary/beacon surveillance data.

System Impacts: This DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system (2010 Q4)  
[604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: SURV-01

Related Systems: Air Traffic Control Beacon Interrogator : Model 5

Update Date: 16-Feb-2010 by James Grant

ID / Revision: 394 / 5

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Name: [395] Initial Investment Decision for Technology Refresh of ATCBI-6 beacon system

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for Technology Refresh of ATCBI-6 beacon system.

Target CY Date: 2013

Decision Type: Initial Investment Decision (IID)

Impacts: This DP provides a comprehensive approach to address ATCBI-6 maintenance issues and sustain the secondary surveillance service through a Technology Refresh activity. The ATCBI-6 may be needed to support the ADS-B Backup Strategy and Big Airspace.

Required Activities: Approve ATCBI-6 Technology Refresh and decision on Surveillance Interface Modernization (SIM) at DP #102, implement for ASTERIX and IP Addressing.

System Impacts: This DP provides a comprehensive approach to address ATCBI-6 maintenance issues and sustain the secondary surveillance service through a Technology Refresh activity. The ATCBI-6 may be needed to support the ADS-B Backup Strategy and Big Airspace.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[103] Final Investment Decision for technology refresh of beacons (ATCBI-6) (2014)  
[604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 6

Update Date: 10-Feb-2010 by James Grant

ID / Revision: 395 / 3

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Name: [396] Investment Analysis Readiness Decision for Precision Runway Monitor-Alternate

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for Precision Runway Monitor-Alternate to replace existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology. PRM-A offers a lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Target CY Date: 2010 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: 1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.  
2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.  
3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Required Activities: Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.

System Impacts: 1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.  
2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.  
3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety  
Surveillance  
Airport

Related Decision Points: [397] Initial Investment Decision for migration of PRM to PRM-A (based on multilateration) (2011)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Precision Runway Monitor : Electronic Scan

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 396 / 4

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Name: [397] Initial Investment Decision for migration of PRM to PRM-A (based on multilateration)

State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Initial Investment Decision for migration of PRM to PRM-A (based on multilateration). Precision Runway Monitor-Alternate will replace existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology. PRM-A offers a lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.
Target CY Date:	2011
Decision Type:	Initial Investment Decision (IID)
Impacts:	<ol style="list-style-type: none"> <li>1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.</li> <li>2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.</li> <li>3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.</li> </ol>
Required Activities:	JRC Approval to replace existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.
System Impacts:	<ol style="list-style-type: none"> <li>1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.</li> <li>2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.</li> <li>3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.</li> </ol>
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Surveillance & Broadcast Services Program Services Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Safety Airport
Related Decision Points:	<p>[36] Final Investment Decision for migration of PRM to PRM-A (based on multilateration) (2012)</p> <p>[396] Investment Analysis Readiness Decision for Precision Runway Monitor-Alternate (2010 Q2)</p>
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Precision Runway Monitor : Electronic Scan
Update Date:	17-Feb-2010 by James Grant

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Name:	[398] In-Service Decision for PRM-A (based on multi-lateration)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	This is an In Service Decision for PRM-A operations using multilateration technology.
Target CY Date:	2012 Q4
Decision Type:	In-Service Decision (ISD)
Impacts:	<ol style="list-style-type: none"><li>1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.</li><li>2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.</li><li>3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.</li></ol>
Required Activities:	Approval of PRM-A operational service to using multilateration technology.
System Impacts:	<ol style="list-style-type: none"><li>1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.</li><li>2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.</li><li>3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.</li></ol>
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety Airport
Related Decision Points:	[36] Final Investment Decision for migration of PRM to PRM-A (based on multilateration) (2012)
Replaced By Decision Points:	None
Related Assumptions:	None



Related Systems: Precision Runway Monitor : Electronic Scan

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 398 / 6

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Name:	[399] Investment Analysis Readiness Decision for removal or SLEP/replace ASDE surface primary radars
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Investment Analysis Readiness Decision for removal or SLEP/replace ASDE surface primary radars. This decision is dependent on strategy to decommission ASDE radars and ADS-B assuming ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.
Target CY Date:	2011
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.
Required Activities:	1. ADS-B equipage mandate approved 2. Certification of ADS-B for surface surveillance of airport movement areas Systems Affected
System Impacts:	A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Surveillance & Broadcast Services Program Services Systems Engineering & Safety Office NAS Enterprise Architecture Group
Primary Roadmap:	Surveillance
Related Roadmaps:	Safety Airport

Related Decision Points: [400] Initial Investment Decision for removal or SLEP/replace ASDE surface primary radars (2012)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surface Detection Equipment : Model 3  
Airport Surface Detection Equipment : Model X

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 399 / 4

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Name: [400] Initial Investment Decision for removal or SLEP/replace ASDE surface primary radars

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for removal or SLEP/replace ASDE surface primary radars. This decision is dependent on strategy to decommission ASDE radars and ADS-B assuming ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Target CY Date: 2012

Decision Type: Initial Investment Decision (IID)

Impacts: A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Required Activities: 1. ADS-B equipage mandate approved  
2. Certification of ADS-B for surface surveillance of airport movement areas

System Impacts: A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office  
NAS Enterprise Architecture Group

Primary Roadmap: Surveillance

Related Roadmaps: Safety  
Airport

Related Decision Points: [76] Final Investment Decision for removal or SLEP/replace ASDE surface primary radars (evolving requirements for safety and security may impact decision) (2013)  
[399] Investment Analysis Readiness Decision for removal or SLEP/replace ASDE surface primary radars (2011)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surface Detection Equipment : Model 3  
Airport Surface Detection Equipment : Model X

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 400 / 4

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Name: [401] In-Service Decision for Low Cost Ground Surveillance system

State: Active

High Priority? No

Planning / Placeholder? No

Description: In-Service Decision for Low Cost Ground Surveillance system

Target CY Date: 2015

Decision Type: In-Service Decision (ISD)

Impacts: A pilot program will deploy systems to four sites - Long Beach, CA (LGB), San Jose, CA (SJC), Reno, NV (RNO) and Manchester, NH (MHT).

Required Activities: A pilot program will deploy systems to four sites - Long Beach, CA (LGB), San Jose, CA (SJC), Reno, NV (RNO) and Manchester, NH (MHT). Obtain JRC and Executive Committee IID and FID approval for a procure program.

System Impacts: A pilot program will deploy systems to four sites - Long Beach, CA (LGB), San Jose, CA (SJC), Reno, NV (RNO) and Manchester, NH (MHT).

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: [179] Final Investment Decision for LCGS (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Low Cost Ground Surveillance

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 401 / 6

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Name: [402] In-Service Decision for Runway Status Light system

State: Active

High Priority? No

Planning / Placeholder? No

Description: The In-Service Decision for Runway Status Light system certifies the RWSL system for airport operation.

Target CY Date: 2010 Q4

Decision Type: In-Service Decision (ISD)

Impacts: This decision certifies the RWSL system for airport operation as a new situational awareness tool to help to prevent time-critical runway incursions and accidents.

Runway Status Lights (RWSL) system add a new technology to prevent runway accidents and reduce runway incursions by increasing pilots' and vehicle operators' situational awareness. RWSL indicates that a runway is unsafe for entry or crossing or that a runway is unsafe for departure.

Required Activities: Obtain "In-Service Decision" for Runway Status Light system at key site in Orlando.  
FAA decision as to whether to (1) retain surface primary radars at DP # 76 and/or (2) use ADS-B to assume ASDE-X and LCGS functions.

System Impacts: This decision certifies the RWSL system for airport operation as a new situational awareness tool to help to prevent time-critical runway incursions and accidents.

Runway Status Lights (RWSL) system add a new technology to prevent runway accidents and reduce runway incursions by increasing pilots' and vehicle operators' situational awareness. RWSL indicates that a runway is unsafe for entry or crossing or that a runway is unsafe for departure.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Surveillance  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Runway Status Lights

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 402 / 2

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Name: [403] Final Investment Decision for SBS Implementation of Advanced ADS-B Applications

State: Active

High Priority? No

Planning / Placeholder? No

Description:	Final Investment Decision for SBS Implementation of Advanced ADS-B Applications including activation of SBS capabilities in the remaining NAS service volumes with plans to complete NAS-wide deployment of ADS-B by 2013. The ADS-B "Out" Final Rule for broadcast will be published during the end of Segment 1 and beginning of Segment 2, providing an equipment baseline to continue user equipage and application development and deployment.
Target CY Date:	2012
Decision Type:	Final Investment Decision (FID)
Impacts:	<ol style="list-style-type: none"> <li>1. Deploy and certify equipment to support service delivery in selected locations.</li> <li>2. Publish ADS-B "Out" Notice of Proposed Rulemaking (NPRM)</li> <li>3. ADS-B "Out" Final Rule</li> <li>4. Confirm minimum avionics performance to ensure future utility.</li> <li>5. Define additional aircraft to aircraft requirements</li> </ol>
Required Activities:	<p>In Segment 1:</p> <ol style="list-style-type: none"> <li>1. Deploy and certify equipment to support service delivery in selected locations.</li> <li>2. Publish ADS-B "Out" Notice of Proposed Rulemaking (NPRM)</li> <li>3. ADS-B "Out" Final Rule</li> <li>4. Confirm minimum avionics performance to ensure future utility.</li> <li>5. Define additional aircraft to aircraft requirements</li> </ol> <p>For Segment 2, follow on to Segment 1 decisions including:  Activate SBS capabilities in the remaining NAS service volumes with plans to complete NAS-wide deployment of ADS-B by 2013. The ADS-B "Out" Final Rule for broadcast will be published during the end of Segment 1 and beginning of Segment 2, providing an equipment baseline to continue user equipage and application development and deployment.</p>
System Impacts:	<ol style="list-style-type: none"> <li>1. Deploy and certify equipment to support service delivery in selected locations.</li> <li>2. Publish ADS-B "Out" Notice of Proposed Rulemaking (NPRM)</li> <li>3. ADS-B "Out" Final Rule</li> <li>4. Confirm minimum avionics performance to ensure future utility.</li> <li>5. Define additional aircraft to aircraft requirements</li> </ol>
Approving Authority:	Joint Resource Council
Lead Organization:	Surveillance & Broadcast Services Program Services
Supporting Orgs:	None
Primary Roadmap:	Surveillance
Related Roadmaps:	Air / Ground Safety
Related Decision Points:	<p>[254] In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy (2010 Q3)</p> <p>[404] In-Service Decision (ISD) for Final Operational Capability (FOC) for ADS-B Critical and Essential Services (2014)</p>
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Automatic Dependent Surveillance - Broadcast

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 403 / 5

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Name:	[404] In-Service Decision (ISD) for Final Operational Capability (FOC) for ADS-B Critical and Essential Services
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Final Operational Capability (FOC) for ADS-B Critical and Essential Services including implementation of ADS-B, TIS-B and FIS-B with Initial and Advanced Applications
Target CY Date:	2014
Decision Type:	In-Service Decision (ISD)
Impacts:	SBS capabilities will be used in the NAS after with NAS-wide deployment of ADS-B by 2013 and the ADS-B "Out" Final Rule for broadcast published providing an equipment baseline for user equipment.
Required Activities:	Certify SBS capabilities in the NAS after with NAS-wide deployment of ADS-B by 2013 and the ADS-B "Out" Final Rule for broadcast published providing an equipment baseline for user equipment.
System Impacts:	SBS capabilities will be used in the NAS after with NAS-wide deployment of ADS-B by 2013 and the ADS-B "Out" Final Rule for broadcast published providing an equipment baseline for user equipment.
Approving Authority:	Joint Resource Council
Lead Organization:	Surveillance & Broadcast Services Program Services
Supporting Orgs:	None
Primary Roadmap:	Surveillance
Related Roadmaps:	None
Related Decision Points:	[403] Final Investment Decision for SBS Implementation of Advanced ADS-B Applications (2012)
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: Automatic Dependent Surveillance - Broadcast  
Flight Information Service - Broadcast  
Traffic Information Service - Broadcast

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 404 / 4

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Name:	[405] Investment Analysis Readiness Decision for SIM in terminal and en route legacy radar systems
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Investment Analysis Readiness Decision for Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems. This decision includes a portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems.
Target CY Date:	2010 Q3
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	This decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of: 1. improved IP communications connectivity for distribution of surveillance and post-automation state data processing information. 2. enables implementing Big Airspace operations.
Required Activities:	A portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems to achieve benefits and operational improvements.
System Impacts:	This decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of: 1. improved IP communications connectivity for distribution of surveillance and post-automation state data processing information. 2. enables implementing Big Airspace operations.
Approving Authority:	Joint Resource Council
Lead Organization:	Systems Engineering & Safety Office
Supporting Orgs:	Program Operations Office Terminal Surveillance Group Terminal Automation Group
Primary Roadmap:	Surveillance



Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [406] Initial Investment Decision for SIM in terminal and en route legacy radar systems (2011 Q2)  
[506] Concept and Requirements Definition Readiness (CRDR) Decision for SIM in Terminal and En Route Legacy Radar Systems (2009 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Surveillance Interface Modernization

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 405 / 6

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Name: [406] Initial Investment Decision for SIM in terminal and en route legacy radar systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems. This decision includes a portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems.

Target CY Date: 2011 Q2

Decision Type: Initial Investment Decision (IID)

Impacts: This Initial Investment Decision for Surveillance Interface Modernization (SIM) decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of:  
1. Improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.  
2. Enable implementing Big Airspace operations.

Required Activities: A portfolio Initial Investment Decision (IID) is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems to achieve benefits and operational improvements.

System Impacts: This Initial Investment Decision for Surveillance Interface Modernization (SIM) decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of:  
1. Improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.  
2. Enable implementing Big Airspace operations.

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Program Operations Office  
Terminal Surveillance Group  
Terminal Automation Group

Primary Roadmap: Surveillance

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[405] Investment Analysis Readiness Decision for SIM in terminal and en route legacy radar systems (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Surveillance Interface Modernization

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 406 / 9

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Name: [407] Investment Analysis Readiness Decision for NextGen Surveillance and Weather Radar Capability

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for a Next Generation primary radar system for en route and terminal areas, which includes air traffic surveillance, aviation airspace security and weather requirements.

Target CY Date: 2013 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: This decision impacts implementing the Next Generation primary radar systems for en route and terminal areas, which includes weather surveillance, the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Legacy primary radars would be replaced with impact to wind shear capability at at 38 airports served by ASR-8.

Required Activities: Decision on implementing the Next Generation primary radar systems for en route and terminal areas, which includes weather surveillance. This decision is dependent on the decision for the ADS-B backup strategy and air traffic surveillance security and weather requirements.

System Impacts: This decision impacts implementing the Next Generation primary radar systems for en route and terminal areas, which includes weather surveillance, the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Legacy primary radars would be replaced with impact to wind shear capability at at 38 airports served by ASR-8.

Approving Authority: Joint Resource Council

Lead Organization: Aviation Weather Office

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations Navigation Services Office

Primary Roadmap: Surveillance

Related Roadmaps: Enterprise Services  
Safety  
Weather  
Airport

Related Decision Points: [77] Initial investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC (2016 Q1)  
[444] FID to Tech Refresh/SLEP all low-level wind shear detection systems as part of wind shear detection service (2012)

Replaced By Decision Points: None

Related Assumptions: WX-12

Related Systems: Airport Surveillance Radar - Weather System Processor  
NextGen Surveillance and Weather Radar Capability

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 407 / 9

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Name: [408] In-Service Decision for NextGen Surveillance and Weather Radar Capability

State: Active

High Priority? No

Planning / Placeholder? No

Description: The In-Service Decision for New Primary Radar system will certify the Next Generation primary radar systems for en route and terminal areas including weather surveillance, the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Target CY Date: 2023

Decision Type: In-Service Decision (ISD)

Impacts: This decision will certify the Next Generation primary radar systems for en route and terminal areas including weather surveillance, the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Required Activities: A decision is to be made on implementing the Next Generation primary radar systems for en route and terminal areas, which includes weather surveillance. This decision is dependent on the decision for the ADS-B backup strategy and air traffic surveillance security and weather requirements.

System Impacts: This decision will certify the Next Generation primary radar systems for en route and terminal areas including weather surveillance, the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Approving Authority: Joint Resource Council

Lead Organization: Aviation Weather Office

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations Navigation Services Office

Primary Roadmap: Surveillance

Related Roadmaps: Facilities  
Safety  
Surveillance  
Weather  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: NextGen Surveillance and Weather Radar Capability

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 408 / 6

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Name: [409] Investment Analysis Readiness Decision for New Beacon/Backup System

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for implementing the Next Generation beacon systems for en route and terminal areas. This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

Target CY Date: 2013 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

This system will replace legacy Mode S, ATCBI-5 and ATCBI-6 beacons.

Required Activities: Decisions are needed on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

System Impacts: This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

This system will replace legacy Mode S, ATCBI-5 and ATCBI-6 beacons.

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Surveillance & Broadcast Services Program Services

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [78] Initial Investment Decision to implement a NextGen beacon/backup radar system for ATC (2016 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: NextGen Backup Surveillance Capability

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 409 / 5

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Name:	[410] In-Service Decision for New Beacon/Backup System
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	This is the In-Service Decision for the Next Generation beacon systems for en route and terminal areas. This system will be implemented at sites required for ADS-B backup after an ADS-B rule takes effect.
Target CY Date:	2023
Decision Type:	In-Service Decision (ISD)
Impacts:	<p>This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.</p> <p>Legacy Mode S, ATCBI-5 and ATCBI-6 beacons will be decommissioned as the NextGen Beacon is deployed.</p>
Required Activities:	The NextGen Beacon system must be certified for operational use in air traffic control.
System Impacts:	<p>This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.</p> <p>Legacy Mode S, ATCBI-5 and ATCBI-6 beacons will be decommissioned as the NextGen Beacon is deployed.</p>
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	None
Primary Roadmap:	Surveillance
Related Roadmaps:	Facilities Safety Surveillance
Related Decision Points:	None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: NextGen Backup Surveillance Capability

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 410 / 2

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Name: [411] ATO Concurrence with FAA-wide SMS Integration & Implementation Strategy

State: Active

High Priority? No

Planning / Placeholder? No

Description: A common SMS integrated throughout the FAA is to be implemented in accordance with FAA Order 8000.369. That strategy may impact the existing ATO SMS and thus concurrence with the FAA strategy will be needed in order to move forward with implementation at the ATO level.  
Note: Decision Activity Lead temporarily assigned to AJP-19. Actual lead needs to be an AJS organization; AJS not an option in the DP database.

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: ATO Safety Management System

Required Activities: Review of FAA-wide SMS Integration & Implementation Strategy.  
Analyze impacts to ATO SMS.  
Coordination of ATO proposed changes to the strategy.  
Coordination of concurrence with final strategy.

System Impacts: ATO Safety Management System

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 411 / 2

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Name: [412] Assess Current 2011-2015 Strategy to Reduce Commercial Air Carrier Fatality Rate

State: Active

High Priority? No

Planning / Placeholder? No

Description: FAA Flight Plan targets to cut the rate of fatalities per 100 million persons on board in half by FY 2025 (what is current rate). The FY 2011 Target is 7.9. Supporting ATO initiatives include:

- \* RNP
- \* Safely Transporting Hazardous Materials
- \* Runway Safety
- \* Human Factors guidelines for moving map displays
- \* AIM Modernization
- \* ADS-B high altitude plan
- \* ASIAs/ATSAP interface

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1)

Required Activities: Assess contribution ATO supporting initiatives have had to meeting this FP goal.  
Determine whether additional ATO initiatives are needed to meet this FP goal.



System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 412 / 4

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Name: [413] Assess Current 2016-2020 Strategy to Reduce Commercial Air Carrier Fatality Rate

State: Active

High Priority? No

Planning / Placeholder? No

Description: FAA Flight Plan targets to cut the rate of fatalities per 100 million persons on board in half by FY 2025 (what is current rate). The FY 2016 Target is TBD.  
Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.  
Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2016

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1)

Required Activities: Assess contribution ATO supporting initiatives have had to meeting this FP goal.  
Determine whether additional ATO initiatives are needed to meet this FP goal.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 413 / 2

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Name: [414] Assess Current 2021-2025 Strategy to Reduce Commercial Air Carrier Fatality Rate

State: Active

High Priority? No

Planning / Placeholder? No

Description: FAA Flight Plan targets to cut the rate of fatalities per 100 million persons on board in half by FY 2025 (what is current rate). The FY 2021 Target is TBD.  
Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.  
Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2021

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1)

Required Activities: Assess contribution ATO supporting initiatives have had to meeting this FP goal.  
Determine whether additional ATO initiatives are needed to meet this FP goal.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 414 / 2

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Name: [415] Develop New Strategy to Further Reduce Commercial Air Carrier Fatality Rate

State: Active

High Priority? No

Planning / Placeholder? No

Description: FAA Flight Plan targets to cut the rate of fatalities per 100 million persons on board in half by FY 2025 (what is current rate). The FY 2025 Target is TBD.  
Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.  
Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2025

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* Future ATO Business Plans

Required Activities: Determine if further reductions in commercial air carrier fatality rate are needed. If so, determine ATO initiatives needed to do so.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* Future ATO Business Plans

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 415 / 2

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Name:	[416] Refine ATSAP corrective action processes
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Refine corrective action processes, define skill enhancement training opportunities in response to systemic safety issues discovered through the ATSAP process to the FAA and all air traffic control personnel.
Target CY Date:	2011
Decision Type:	FAA Strategy
Impacts:	* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate) * ATO Business Plan (11S1X1, 11S1X2)
Required Activities:	Refine corrective action processes. Define skill enhancement training opportunities.
System Impacts:	* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate) * ATO Business Plan (11S1X1, 11S1X2)
Approving Authority:	Service Unit VP
Lead Organization:	Safety Group
Supporting Orgs:	None
Primary Roadmap:	Safety
Related Roadmaps:	None
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Air Traffic Safety Action Program
Update Date:	16-Feb-2010 by Steve French

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Name: [417] Develop and Implement an ASIAS Enterprise Architecture Interface between ATSAP and ASIAS

State: Active

High Priority? No

Planning / Placeholder? No

Description: ASIAS requires data from ATSAP and thus an interface to allow that passing of data is needed.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be AJS, which is not selectable.

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1X3)

Required Activities: Define interface requirements and method for passing data from ATSAP to ASIAS.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 1 (Reduce Commercial Air Carrier Fatality Rate)  
\* ATO Business Plan (11S1X3)

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: Enterprise Services

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Safety Action Program  
Aviation Safety Information Analysis and Sharing

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 417 / 4

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Name:	[418] Assess Current 2011-2013 Strategy to Reduce General Aviation Fatality Rate
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	<p>Reduce the fatal accident rate per 100,000 flight hours by 10 percent over a 10-year period (2009-2018). FY 2011 Target: 1.08 Supporting ATO initiatives include:</p> <ul style="list-style-type: none"><li>* ADS-B</li><li>* 3 NM sep</li><li>* WAAS Approaches</li><li>* Human Factors guidelines for synthetic and enhanced displays</li><li>* AFSS</li></ul> <p>Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.</p> <p>Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).</p>
Target CY Date:	2011
Decision Type:	FAA Strategy
Impacts:	<ul style="list-style-type: none"><li>* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)</li><li>* ATO Business Plan (11S2)</li></ul>
Required Activities:	<p>Assess contribution ATO supporting initiatives have had to meeting this FP goal.</p> <p>Determine whether additional ATO initiatives are needed to meet this FP goal.</p>
System Impacts:	<ul style="list-style-type: none"><li>* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)</li><li>* ATO Business Plan (11S2)</li></ul>
Approving Authority:	Executive Council
Lead Organization:	Safety Group
Supporting Orgs:	None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 418 / 2

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Name: [419] Assess Current 2014-2018 Strategy to Reduce General Aviation Fatality Rate

State: Active

High Priority? No

Planning / Placeholder? No

Description: Reduce the fatal accident rate per 100,000 flight hours by 10 percent over a 10-year period (2009-2018). FY 2014 Target: TBD Supporting ATO initiatives include:

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)  
\* ATO Business Plan (11S2)

Required Activities: Assess contribution ATO supporting initiatives have had to meeting this FP goal.  
Determine whether additional ATO initiatives are needed to meet this FP goal.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)  
\* ATO Business Plan (11S2)



Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 419 / 3

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Name: [420] Develop New Strategy to Further Reduce General Aviation Fatality Rate

State: Active

High Priority? No

Planning / Placeholder? No

Description: Reduce the fatal accident rate per 100,000 flight hours by 10 percent over a 10-year period (2009-2018). FY 2018 Target: TBD Supporting ATO initiatives include:  
\* ADS-B  
\* 3 NM sep  
\* WAAS Approaches  
\* Human Factors guidelines for synthetic and enhanced displays  
\* AFSS

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)  
\* ATO Business Plan (11S2)

Required Activities: Determine if further reductions in GA fatality rate are needed. If so, determine ATO initiatives needed to do so.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)  
\* ATO Business Plan (11S2)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 420 / 3

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Name: [421] Assess Current Strategy to Reduce Alaska Part 135 and GA Accidents

State: Active

High Priority? No

Planning / Placeholder? No

Description: By the end of FY 2009, reduce accidents in Alaska for general aviation and all Part 135 operations from the 2000-2002 average of 130 accidents per year to no more than 99 accidents per year. This measure will be converted from a number to a rate at the beginning of FY 2010. FY 2011 Target: Rate TBD ATO support initiatives include:  
\* WAAS  
\* Wx Data and Images  
\* RNP/RNAP WAAS Route Structure  
\* AFSS/FSS

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety)

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)  
\* ATO Business Plan (11S3)

Required Activities: Assess contribution ATO supporting initiatives have had to meeting this FP goal.  
Determine whether additional ATO initiatives are needed to meet this FP goal.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 2 (Reduce GA Fatality Rate)  
\* ATO Business Plan (11S3)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 421 / 3

Name:	[422] Assess Strategy to Reduce Runway Incursions
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	<p>By FY 2010, reduce Category A and B (most serious) runway incursions to a rate of no more than 0.45 per million operations, and maintain or improve through FY 2013. FY 2011 Target: 0.450 ATO support initiatives include:</p> <ul style="list-style-type: none"> <li>* Human Error Risk Reduction</li> <li>* Runway Status Lights</li> <li>* Runway Incursion Analysis/Runways Safety Council</li> <li>* Runway Safety Cockpit Technology</li> </ul> <p>By the end of FY 2013, reduce total runway incursions by 10 percent from the FY 2008 baseline. FY 2011 Target: -2% ATO support initiatives include:</p> <ul style="list-style-type: none"> <li>* ASDE-X</li> <li>* National Runway Safety Plan</li> <li>* Runway Status Lights</li> <li>* LCGS</li> </ul> <p>Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.</p> <p>Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).</p>
Target CY Date:	2011
Decision Type:	FAA Strategy
Impacts:	<ul style="list-style-type: none"> <li>* FAA Flight Plan Goal 1 (Increase Safety), Objective 3 (Reduce Runway Incursions)</li> <li>* ATO Business Plan (11S4, 11S71)</li> </ul>
Required Activities:	<p>Assess contribution ATO supporting initiatives have had to meeting this FP goal.</p> <p>Determine whether additional ATO initiatives are needed to meet this FP goal.</p>
System Impacts:	<ul style="list-style-type: none"> <li>* FAA Flight Plan Goal 1 (Increase Safety), Objective 3 (Reduce Runway Incursions)</li> <li>* ATO Business Plan (11S4, 11S71)</li> </ul>
Approving Authority:	Executive Council
Lead Organization:	Safety Group
Supporting Orgs:	None
Primary Roadmap:	Safety
Related Roadmaps:	Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 422 / 2

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Name: [423] Develop Strategy to Further Reduce Runway Incursions

State: Active

High Priority? No

Planning / Placeholder? No

Description: By FY 2010, reduce Category A and B (most serious) runway incursions to a rate of no more than 0.45 per million operations, and maintain or improve through FY 2013. FY 2011 Target: 0.450 ATO support initiatives include:

- \* Human Error Risk Reduction
- \* Runway Status Lights
- \* Runway Incursion Analysis/Runways Safety Council
- \* Runway Safety Cockpit Technology

By the end of FY 2013, reduce total runway incursions by 10 percent from the FY 2008 baseline. FY 2011 Target: -2% ATO support initiatives include:

- \* ASDE-X
- \* National Runway Safety Plan
- \* Runway Status Lights
- \* LCGS

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2013

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 3 (Reduce Runway Incursions)  
\* ATO Business Plan (11S4, 11S71)

Required Activities: Determine if further reductions in runway incursions are needed. If so, determine ATO initiatives needed to do so.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 3 (Reduce Runway Incursions)  
\* ATO Business Plan (11S4, 11S71)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 423 / 2

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Name: [424] Assess Strategy to Reduce OEs

State: Active

High Priority? No

Planning / Placeholder? No

Description: Limit Category A and B operational errors to a rate of no more than 1.95 per million activities by FY 2012 and maintain through FY 2013. FY 2011  
Target: 2.00 ATO support initiatives:  
\* OE Eval Process  
\* Aeronautical Information Dissemination  
\* TARP

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 5 (Reduce Operational Errors)  
\* ATO Business Plan (11S7)

Required Activities: Assess contribution ATO supporting initiatives have had to meeting this FP goal.  
Determine whether additional ATO initiatives are needed to meet this FP goal.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 5 (Reduce Operational Errors)  
\* ATO Business Plan (11S7)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 424 / 2

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Name: [425] Develop Strategy to Further Reduce Operational Errors

State: Active

High Priority? No

Planning / Placeholder? No

Description: Limit Category A and B operational errors to a rate of no more than 1.95 per million activities by FY 2012 and maintain through FY 2013. FY 2011 Target: 2.00 ATO support initiatives:  
\* OE Eval Process  
\* Aeronautical Information Dissemination  
\* TARP

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2013

Decision Type: FAA Strategy

Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 5 (Reduce Operational Errors)  
\* ATO Business Plan (11S7)

Required Activities: Determine if further reductions in operational errors are needed. If so, determine ATO initiatives needed to do so.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 5 (Reduce Operational Errors)  
\* ATO Business Plan (11S7)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 425 / 2

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Name: [429] Mid-Term Integrated SRM Complete

State: Active

High Priority? No

Planning / Placeholder? No

Description: All integrated SRM to be completed on mid-term NextGen capabilities.

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: Hazard mitigation implementation for NextGen.

Required Activities: Assess whether all necessary mid-term NextGen capability safety assessments have been completed.

System Impacts: Hazard mitigation implementation for NextGen.

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 429 / 3

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Name: [430] Determine Required Far-Term Integrated SRM Analyses to Complete

State: Active

High Priority? No

Planning / Placeholder? No

Description: A list of capabilities associated with mid-term NextGen implementation is needed for planning associated safety analyses. The list needs to include safety nets that will be changing and for which equivalent level of safety analyses need to be conducted.

Target CY Date: 2013

Decision Type: FAA Strategy

Impacts: Resource planning for conducting necessary NextGen hazard analyses.

Required Activities: Analyze NextGen far-term capabilities to determine required analyses.

System Impacts: Resource planning for conducting necessary NextGen hazard analyses.

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 430 / 3

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Name: [431] Far-Term Integrated SRM Complete

State: Active

High Priority? No

Planning / Placeholder? No

Description: All integrated SRM to be completed on far-term NextGen capabilities.

Target CY Date: 2020

Decision Type: FAA Strategy

Impacts: Hazard mitigation implementation for NextGen.

Required Activities: Assess whether all necessary far-term NextGen capability safety assessments have been completed.

System Impacts: Hazard mitigation implementation for NextGen.

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 431 / 3

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Name: [432] Strategy to Meet NextGen Safety Objectives/Develop Safety Management Service

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy on how to evolve existing NAS safety systems to meet future NextGen safety objectives is needed. Strategy will include:  
\* Plans to maintain, sustain, or decommission existing systems.  
\* Plans for convergence of existing systems into new system(s).  
\* Plans to integrate or keep segregated existing systems.  
\* Plans for NAS Safety Data Subscribing/Publishing  
\* Plans to incorporate and use ASIAs

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: Meeting NextGen safety objectives.

Required Activities: Develop:  
\* Plans to maintain, sustain, or decommission existing systems.  
\* Plans for convergence of existing systems into new system(s).  
\* Plans to integrate or keep segregated existing systems.  
\* Plans for NAS Safety Data Subscribing/Publishing  
\* Plans to incorporate and use ASIAs

System Impacts: Meeting NextGen safety objectives.

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 432 / 3

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Name:	[433] Integrated Core Safety Data Services Agreement
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Agreement to integrated core safety data services within the NAS service units and system-level safety initiatives to include ASIAs.
Target CY Date:	2016
Decision Type:	FAA Strategy
Impacts:	Development of NAS Safety Management Service, which will include the following functions: <ul style="list-style-type: none"><li>* Trend Analysis</li><li>* Failure Prediction</li><li>* Risk Prediction</li><li>* Integrated Risk Management</li><li>* Safety Data Publication</li></ul>
Required Activities:	Developing the following functional capabilities for the ATO: <ul style="list-style-type: none"><li>* Trend Analysis</li><li>* Failure Prediction</li><li>* Risk Prediction</li><li>* Integrated Risk Management</li><li>* Safety Data Publication</li></ul>
System Impacts:	Development of NAS Safety Management Service, which will include the following functions: <ul style="list-style-type: none"><li>* Trend Analysis</li><li>* Failure Prediction</li><li>* Risk Prediction</li><li>* Integrated Risk Management</li><li>* Safety Data Publication</li></ul>
Approving Authority:	Executive Council
Lead Organization:	Safety Group
Supporting Orgs:	None
Primary Roadmap:	Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 433 / 3

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Name: [436] Integrated NextGen Safety Analysis Report Completed

State: Active

High Priority? No

Planning / Placeholder? No

Description: Perform integrated SRM on a NextGen capability. This is a proof of concept for finalizing an integrated SRM process.

Target CY Date: 2010 Q1

Decision Type: FAA Strategy

Impacts: Integrated SRM process development.

Required Activities: Integrated SRM using prototype process developed to support hazard analysis of NextGen and future concepts.

System Impacts: Integrated SRM process development.

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 436 / 4

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Name: [437] Flight Data Interface Modernization Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The develop a standard medium for capturing and sharing the most up-to-date information of any flight. The flight information, often called Flight Object, is the single common reference for all system information about a flight. The effort will involve harmonization with a similar effort by the International Civil Aviation Organization

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Required Activities: Concept of Operation

System Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Traffic Flow Management Programs Group  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [438] Flight Data Interface Modernization Investment Analysis Readiness Decision (2011 Q1)  
[439] Flight Data Interface Modernization Initial Investment Decision (2011 Q4)  
[440] Flight Data Interface Modernization Final Investment Decision (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies  
En Route Automation Modernization  
Terminal Automation Modernization and Replacement  
Time Based Flow Management  
Time Based Flow Management : Integrated Enterprise Solution  
Tower Flight Data Manager

Update Date: 18-Feb-2010 by Keith Talbert

ID / Revision: 437 / 10

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Name: [438] Flight Data Interface Modernization Investment Analysis Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The develop a standard medium for capturing and sharing the most up-to-date information of any flight. The flight information, often called Flight Object, is the single common reference for all system information about a flight. The effort will involve harmonization with a similar effort by the International Civil Aviation Organization.

Target CY Date: 2011 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Required Activities: Proposed addition to roadmap



System Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Aeronautical Information Management Group  
Traffic Flow Management Programs Group  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [437] Flight Data Interface Modernization Concept and Requirements Definition Readiness Decision (2010 Q2)  
[439] Flight Data Interface Modernization Initial Investment Decision (2011 Q4)  
[440] Flight Data Interface Modernization Final Investment Decision (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies

Update Date: 01-Mar-2010 by Keith Talbert

ID / Revision: 438 / 11

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Name: [439] Flight Data Interface Modernization Initial Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The develop a standard medium for capturing and sharing the most up-to-date information of any flight. The flight information, often called Flight Object, is the single common reference for all system information about a flight. The effort will involve harmonization with a similar effort by the International Civil Aviation Organization.

Target CY Date: 2011 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination

Required Activities: Proposed addition to roadmap

System Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Traffic Flow Management Programs Group  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [437] Flight Data Interface Modernization Concept and Requirements Definition Readiness Decision (2010 Q2)  
[438] Flight Data Interface Modernization Investment Analysis Readiness Decision (2011 Q1)  
[440] Flight Data Interface Modernization Final Investment Decision (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies  
En Route Automation Modernization  
En Route Automation NextGen Far-Term WP  
Terminal Automation Modernization and Replacement  
Time Based Flow Management  
Tower Flight Data Manager

Update Date: 18-Feb-2010 by Keith Talbert

ID / Revision: 439 / 11

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Name: [440] Flight Data Interface Modernization Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The develop a standard medium for capturing and sharing the most up-to-date information of any flight. The flight information, often called Flight Object, is the single common reference for all system information about a flight. The effort will involve harmonization with a similar effort by the International Civil Aviation Organization.

Target CY Date: 2012 Q4

Decision Type: Final Investment Decision (FID)

Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Required Activities: Proposed addition to roadmap

System Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Traffic Flow Management Programs Group  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: [437] Flight Data Interface Modernization Concept and Requirements Definition Readiness Decision (2010 Q2)  
[438] Flight Data Interface Modernization Investment Analysis Readiness Decision (2011 Q1)  
[439] Flight Data Interface Modernization Initial Investment Decision (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
En Route Automation Modernization  
Terminal Automation Modernization and Replacement  
Tower Flight Data Manager

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 440 / 12

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Name: [441] ATIS Technical Refresh FID

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Automated Terminal Information System requires a technical refresh for new installations, to meet the MTTR target, and to reduce maintenance costs.

Target CY Date: 2012 Q2

Decision Type: Final Investment Decision (FID)

Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Required Activities: N/A

System Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Terminal Information System

Update Date: 23-Nov-2009 by James Grant

ID / Revision: 441 / 4

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Name: [442] Determine need for VSCS Technical Refresh Phase IV

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This DP is to determine whether an additional VSCS Technical Refresh to prolong VSCS life is needed before the VSCS is decommissioned.

Target CY Date: 2014 Q1

Decision Type: FAA Strategy

Impacts: If the NVS is not implemented in the 2015 time-frame then VSCS will need a technical refreshh to avoid rising maintenance costs and potential degradation of availability. A degradation of VSCS availability will impact critical NAS operations such as controller to pilot A/G voice communications and controller to controller handoff operations.

Required Activities: N/A

System Impacts: If the NVS is not implemented in the 2015 time-frame then VSCS will need a technical refreshh to avoid rising maintenance costs and potential degradation of availability. A degradation of VSCS availability will impact critical NAS operations such as controller to pilot A/G voice communications and controller to controller handoff operations.

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Voice Switching and Control System

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 442 / 5

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Name: [443] IID to Tech Refresh/SLEP wind shear detection services of all WS systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: Wx Product Team to use Portfolio approach and take Low-Level wind shear systems, TDWR, ASR-WSP, LLWAS & LIDAR, to a single EC/JRC meeting for an aggregate Initial Investment Decision (IID).

Target CY Date: 2010 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: Low-level Wind shear coverage [safety] at ~ 118 NAS airports

Required Activities: New Wx organization work with System Engineering

System Impacts: Low-level Wind shear coverage [safety] at ~ 118 NAS airports

Approving Authority: Executive Council

Lead Organization: Terminal Weather Group

Supporting Orgs: Weather Sensors Group  
Technical Operations Navigation Services Office

Primary Roadmap: Weather

Related Roadmaps: Safety  
Airport

Related Decision Points: [37] IARD to Tech Refresh/SLEP wind shear detection services capability of all WS systems (to address wind shear study & technologies) (2010 Q1)  
[444] FID to Tech Refresh/SLEP all low-level wind shear detection systems as part of wind shear detection service (2012)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar - Weather System Processor  
Laser Imaging Detection and Ranging  
Low-Level Windshear Alert System : Model 2  
Terminal Doppler Weather Radar

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 443 / 5

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Name: [444] FID to Tech Refresh/SLEP all low-level wind shear detection systems as part of wind shear detection service

State: Active

High Priority? No

Planning / Placeholder? No

Description: Wx Product Team to use Portfolio approach in taking Low-Level wind shear systems, TDWR, ASR-WSP, LLWAS & LIDAR, to a single EC/JRC meeting for an aggregate Final Investment Decision (FID).

Target CY Date: 2012

Decision Type: Final Investment Decision (FID)

Impacts: Safety - wind shear coverage at ~ 118 NAS airports

Required Activities: New weather organization { AJW-47 under Navigation in Tech Ops} to conduct workups and brief to EC/JRC for the FID

System Impacts: Safety - wind shear coverage at ~ 118 NAS airports

Approving Authority: Executive Council

Lead Organization: Terminal Weather Group

Supporting Orgs: Weather Sensors Group  
Technical Operations Navigation Services Office

Primary Roadmap: Weather

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: [407] Investment Analysis Readiness Decision for NextGen Surveillance and Weather Radar Capability (2013 Q4)  
[443] IID to Tech Refresh/SLEP wind shear detection services of all WS systems (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar - Weather System Processor  
Laser Imaging Detection and Ranging  
Low-Level Windshear Alert System : Model 2  
Terminal Doppler Weather Radar

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 444 / 11

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Name: [445] IID to consolidate and replace automated surface observing capability with multi-agency NextGen Surface Observing capability

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment decision to replace existing ASWON systems, ASOS, AWOS, AWSS, SAWS, DASI & F420 with a NextGen Surface Observing capability that will support terminal operations in the NextGen era. This decision will also likely entail TR/SLEP for existing systems to ensure they're maintained until new capability is in commissioned.

Target CY Date: 2015

Decision Type: Initial Investment Decision (IID)

Impacts: Flight file Planning, Terminal operations, airport capacity, airport acceptance rates, departures/arrivals

Required Activities: Terminal Weather group within new Weather organization to prepare for EC/JRC decision for the IID

System Impacts: Flight file Planning, Terminal operations, airport capacity, airport acceptance rates, departures/arrivals



Approving Authority: Executive Council

Lead Organization: Terminal Weather Group

Supporting Orgs: Weather Sensors Group  
Technical Operations Navigation Services Office

Primary Roadmap: Weather

Related Roadmaps: Safety  
Airport

Related Decision Points: [85] Investment Decision (IARD) to Consolidate & Replace Automated Surface Observing Systems (2013)  
[446] FID to consolidate and replace automated surface observing capability (2016)

Replaced By Decision Points: None

Related Assumptions: WX-02  
WX-12

Related Systems: Automated Surface Observing System  
Automated Weather Observing System  
Automated Weather Observing System/Automated Surface Observing System Data Acquisition System  
Automated Weather Sensor System

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 445 / 8

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Name: [446] FID to consolidate and replace automated surface observing capability

State: Active

High Priority? No

Planning / Placeholder? No

Description: This investment decision entails an investment analysis of alternatives leading to an FAA decision (likely part of multi-agency (FAA/NWS/DoD) decision) to replace existing automated surface observing systems, ASOS, AWOS, AWSS, SAWS, DASI & F-420, with a system capable of supporting operations during NextGen era.

Target CY Date: 2016

Decision Type: Final Investment Decision (FID)

Impacts: Support to super density terminal Operations, airport capacity, airport acceptance rates, flight plan filing, arrivals/departures, ATC ability to discern VFR/IFR conditions

Required Activities: Terminal Weather group of new weather organization will conduct workups for a FID tot he EC/JRC

System Impacts: Support to super density terminal Operations, airport capacity, airport acceptance rates, flight plan filing, arrivals/departures, ATC ability to discern VFR/IFR conditions

Approving Authority: Executive Council

Lead Organization: Terminal Weather Group

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Facilities  
Safety  
Airport

Related Decision Points: [445] IID to consolidate and replace automated surface observing capability with mulit-agency NextGen Surface Observing capability (2015)  
[457] IID to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (2016)

Replaced By Decision Points: None

Related Assumptions: WX-02  
WX-12

Related Systems: Automated Surface Observing System  
Automated Weather Observing System  
Automated Weather Observing System/Automated Surface Observing System Data Acquisition System  
Automated Weather Sensor System  
Digital Altimeter Setting Indicator  
F-420  
Stand Alone Weather Sensor

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 446 / 8

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Name: [447] ISD to replace all automated surface observing systems with NextGen Surface Observing capability

State: Active

High Priority? No

Planning / Placeholder? No

Description: In Service Decision as part of replacing the existing automated surface observing capability, ASOS, AWOS, AWSS, SAWS, DASI & F-420, to support terminal operations in the NextGen era. This decision will also address an ASWON Tech Refresh

Target CY Date: 2022

Decision Type: In-Service Decision (ISD)

Impacts: Terminal Operations during NextGen era, airport capacity, airport acceptance rates, flight plan filing,

Required Activities: Terminal Weather group of new weather group formed under Navigation section of Tech Ops to conduct workups for the ISD to the EC/JRC.

System Impacts: Terminal Operations during NextGen era, airport capacity, airport acceptance rates, flight plan filing,

Approving Authority: Joint Resource Council

Lead Organization: Terminal Weather Group

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Facilities  
Safety  
Weather  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 447 / 3

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Name: [448] IARD to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS to Comms to NNEW WP

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Decision to fund FAA portion of NNEW WP2 and transition WMSCR/ALDARS Communications capability to NNEW WP2 and decommission WMSCR

Target CY Date: 2013

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Improved services from NNEW WP2; WMSCR and ALDARS

Required Activities: New Weather organization in Tech Ops work with Aviation Weather Office & ATO-P System Eng'g to conduct workups/preps for IARD milestone

System Impacts: Improved services from NNEW WP2; WMSCR and ALDARS

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation  
Safety

Related Decision Points: [449] IID to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS Comms to NNEW WP2 (2014)

Replaced By Decision Points: None

Related Assumptions: WX-03

Related Systems: Automated Weather Observing System/Automated Surface Observing System Data Acquisition System  
NextGen Network Enabled Weather  
Weather Message Switching Center Replacement

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 448 / 7

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Name: [449] IID to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS Comms to NNEW WP2

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to fund FAA portion of NNEW WP2 and transition WMSCR/ALDARS Communications capability to NNEW WP2 and decommission WMSCR

Target CY Date: 2014

Decision Type: Initial Investment Decision (IID)

Impacts: Dissemination of weather information between weather sensors, weather processors, 4-D Wx Cube/SAS, and SWIM. Also, possible WMSCR/ALDARS sustainability issues.

Required Activities: New Weather group in Tech Ops under NAV conducts workups and preps for IID milestone

System Impacts: Dissemination of weather information between weather sensors, weather processors, 4-D Wx Cube/SAS, and SWIM. Also, possible WMSCR/ALDARS sustainability issues.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation  
Safety

Related Decision Points: [341] Final Investment Decision to transition WMSCR Comms functionality to web access via SWIM Seg 3 & ALDARS Comms to NNEW WP2 (2015)  
[448] IARD to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS to Comms to NNEW WP (2013)

Replaced By Decision Points: None

Related Assumptions: WX-03  
WX-11

Related Systems: Automated Weather Observing System/Automated Surface Observing System Data Acquisition System  
NextGen Network Enabled Weather  
Weather Message Switching Center Replacement

Update Date: 20-Feb-2010 by Robert Showalter

ID / Revision: 449 / 6

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Name: [450] IARD to fund FAA portion of 4-D Weather SAS Tech Refresh

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to fund FAA portion of Tech Refresh for the 4-D Weather SAS (4-D Wx SAS). Funding also likely from NWS and DoD.

Target CY Date: 2018

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: NNEW; 4-D Wx SAS Tech Refresh necessary for continued support to automation systems (DSTs) with enhanced, single source of forecast weather information enabling ANSP, TFM & Users to have single source of authoritative weather information to efficiency and effectively mitigate impacts of weather on NAS operations during NextGen era.

Required Activities: Weather group in NAS of Tech Ops plus Aviation Wx Office and ATO-P System Eng'g conduct workups and preps for IARD milestone

System Impacts: NNEW; 4-D Wx SAS Tech Refresh necessary for continued support to automation systems (DSTs) with enhanced, single source of forecast weather information enabling ANSP, TFM & Users to have single source of authoritative weather information to efficiency and effectively mitigate impacts of weather on NAS operations during NextGen era.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: WX-09  
WX-10

Related Systems: 4-D Weather Cube  
4-D Weather Single Authoritative Source

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 450 / 3

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Name: [451] IID to fund FAA portion of 4-D Weather SAS Tech Refresh

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to fund FAA portion of Tech Refresh for the 4-D Weather SAS (4-D Wx SAS). Funding also likely from NWS and DoD.

Target CY Date: 2019

Decision Type: Initial Investment Decision (IID)

Impacts: Impacts to NNEW; TBO & C-ATM capabilities as 4-D Wx SAS Tech Refresh necessary for continued support to automation systems (DSTs) with enhanced, single source of forecast weather information enabling ANSP, TFM & Users to share single source of authoritative weather information to efficiency and effectively mitigate impacts of weather on NAS operations during NextGen era.

Required Activities: Weather group in NAV Tech Ops works with assist from Avn Wx Office and ATO-P System Eng'g to conduct workups and preps for IID Milestone

System Impacts: Impacts to NNEW; TBO & C-ATM capabilities as 4-D Wx SAS Tech Refresh necessary for continued support to automation systems (DSTs) with enhanced, single source of forecast weather information enabling ANSP, TFM & Users to share single source of authoritative weather information to efficiency and effectively mitigate impacts of weather on NAS operations during NextGen era.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation  
Safety  
Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: WX-09  
WX-10

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 451 / 2

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Name: [452] IARD to provide 10-hour Convective Forecast capability to NWP WP3 and in-flight Icing Observation from airborne aircraft to NWP WP3

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to provide 10-hour Convective Forecast into NWP WP3; provide in-flight Icing Observations from airborne aircraft near real time to NWP WP3

Target CY Date: 2020

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: These improvements enable NWP WP3 to provide longer, more accurate forecasts of route-blocking convection to C-ATM Users and Airline Dispatchers (and their DSTs) necessary to facilitate collaborative decision making to mitigate impact of weather on traffic flow

Required Activities: Weather Group within NAV of Tech Ops with assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: These improvements enable NWP WP3 to provide longer, more accurate forecasts of route-blocking convection to C-ATM Users and Airline Dispatchers (and their DSTs) necessary to facilitate collaborative decision making to mitigate impact of weather on traffic flow

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office



Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 452 / 3

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Name: [453] IID to provide 10-hour Convective Forecast capability to NWP WP3 and provide in-flight Icing Observation from airborne aircraft to NWP WP3

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to provide 10-hour Convective Forecast into NWP WP3; provide in-flight Icing Observations from airborne aircraft near real time to NWP WP3

Target CY Date: 2021

Decision Type: Initial Investment Decision (IID)

Impacts: These improvements enable NWP WP3 to provide longer, more accurate forecasts of route-blocking convection to C-ATM Users and Airline Dispatchers (and their DSTs) necessary to facilitate collaborative decision making to mitigate impact of weather on traffic flow.

Required Activities: Weather Group within NAV of Tech Ops with assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: These improvements enable NWP WP3 to provide longer, more accurate forecasts of route-blocking convection to C-ATM Users and Airline Dispatchers (and their DSTs) necessary to facilitate collaborative decision making to mitigate impact of weather on traffic flow.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 453 / 3

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Name: [454] ISD to document final configuration of the NextGen Wx Processor Work Pkg 3 (NWP WP3)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to document final configuration of the NextGen Weather Processor Work Package 3 (NWP WP3)

Target CY Date: 2024

Decision Type: In-Service Decision (ISD)

Impacts: These final improvements enable NWP WP3 to provide a wide array of forecasts for not just Convection but In-flight icing, Turbulence, Reduced Ceiling/Visibility for all domains--terminal, en route to C-ATM Users and Airline Dispatchers (and their DSTs) necessary to facilitate collaborative decision making to mitigate impact of weather on traffic flow.

Required Activities: Weather Group within NAV of Tech Ops conducts workups and preps for EC milestone.

System Impacts: These final improvements enable NWP WP3 to provide a wide array of forecasts for not just Convection but In-flight icing, Turbulence, Reduced Ceiling/Visibility for all domains--terminal, en route to C-ATM Users and Airline Dispatchers (and their DSTs) necessary to facilitate collaborative decision making to mitigate impact of weather on traffic flow.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 454 / 3

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Name: [455] FID to Acquire and Deploy Wake Turbulence for Mitigation for Departures (WTMD)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to acquire and deploy the initial Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced parallel Runways (CSPR)

Target CY Date: 2012 Q2

Decision Type: Final Investment Decision (FID)

Impacts: WTMD will enable modification to existing ATC procedures re aircraft separation of trailing aircraft departing after heavier aircraft departing. Under favorable wind conditions it may be possible to reduce the departure separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft after takeoff.

Required Activities: Weather Group within NAV of Tech Ops with assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: WTMD will enable modification to existing ATC procedures re aircraft separation of trailing aircraft departing after heavier aircraft departing. Under favorable wind conditions it may be possible to reduce the departure separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft after takeoff.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Tower Flight Data Manager

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 455 / 7

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Name: [456] ISD to Acquire and Deploy Wake Turbulence for Mitigation for Departures (WTMD)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to acquire and deploy the initial Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced parallel Runways (CSPR)

Target CY Date: 2014

Decision Type: In-Service Decision (ISD)

Impacts: WTMD will enable modification to existing ATC procedures re aircraft separation of trailing aircraft departing after heavier aircraft departing. Under favorable wind conditions it may be possible to reduce the departure separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft after takeoff.

Required Activities: Weather Group within NAV of Tech Ops with conduct workups and preps for EC milestone.

System Impacts: WTMD will enable modification to existing ATC procedures re aircraft separation of trailing aircraft departing after heavier aircraft departing. Under favorable wind conditions it may be possible to reduce the departure separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft after takeoff.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Dec-2009 by James Grant

ID / Revision: 456 / 5

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Name: [457] IID to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

Target CY Date: 2016

Decision Type: Initial Investment Decision (IID)

Impacts: WTMA will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during arrival and approach. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor.

Required Activities: Weather Group within NAV of Tech Ops with likely assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: WTMA will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during arrival and approach. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation  
Safety  
Weather  
Airport

Related Decision Points: [446] FID to consolidate and replace automated surface observing capability (2016)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 14-Dec-2009 by James Grant

ID / Revision: 457 / 5

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to Add Wake Turbulence for Mitigation for Arrivals (WTMA) capability from Closely Spaced Parallel Runways (CSPR) at selected airports

Target CY Date: 2017

Decision Type: Final Investment Decision (FID)

Impacts: WTMA will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during arrival and approach at selected airports. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor.

Required Activities: Weather Group within NAV of Tech Ops with assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: WTMA will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during arrival and approach at selected airports. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Tower Flight Data Manager

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 458 / 5

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Name: [459] ISD to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to Add Wake Turbulence for Mitigation for Arrivals (WTMA) capability from Closely Spaced Parallel Runways (CSPR) at selected airports

Target CY Date: 2019

Decision Type: In-Service Decision (ISD)

Impacts: WTMA will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during arrival and approach. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the heavy aircraft ahead in the approach corridor.

Required Activities: Weather Group within NAV of Tech Ops with assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: WTMA will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during arrival and approach. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the heavy aircraft ahead in the approach corridor.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None



Update Date: 14-Dec-2009 by James Grant

ID / Revision: 459 / 5

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Name:	[460] IID to Add Wake Turbulence for Mitigation for Single Runway (WTSR)
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Investment Decision to Add Wake Turbulence for Mitigation for Single Runway (WTSR) at selected airports during arrival and departure
Target CY Date:	2020
Decision Type:	Initial Investment Decision (IID)
Impacts:	WTSR will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during both arrival and departure. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor or after taking off.
Required Activities:	Weather Group within NAV of Tech Ops with likely assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.
System Impacts:	WTSR will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during both arrival and departure. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor or after taking off.
Approving Authority:	Executive Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Weather
Related Roadmaps:	Automation Safety Weather Airport
Related Decision Points:	None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 14-Dec-2009 by James Grant

ID / Revision: 460 / 4

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Name: [461] FID to Add Wake Turbulence for Mitigation for Single Runway (WTSR)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to Add Wake Turbulence for Mitigation for Single Runway (WTSR) at selected airports during arrival and departure

Target CY Date: 2021

Decision Type: Final Investment Decision (FID)

Impacts: WTSR will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during both arrival and departure. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor or after taking off.

Required Activities: Weather Group within NAV of Tech Ops with assist from Aviation Wx Ofc and ATO-P System Eng'g conduct workups and preps for EC milestone.

System Impacts: WTSR will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during both arrival and departure. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor or after taking off.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: NextGen Far-Term Work Package

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 461 / 5

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Name: [462] ISD to Add Wake Turbulence for Mitigation for Single Runway (WTSR)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to Add Wake Turbulence for Mitigation for Single Runway (WTSR) at selected airports during arrival and departure

Target CY Date: 2024

Decision Type: In-Service Decision (ISD)

Impacts: WTSR will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during both arrival and departure. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor or after taking off.

Required Activities: Weather Group within NAV of Tech Ops with conduct workups and preps for EC milestone

System Impacts: WTSR will enable modification to existing ATC procedures re aircraft separation of trailing aircraft behind heavy aircraft during both arrival and departure. Under favorable wind conditions it may be possible to reduce the separation between them if favorable airport winds reduce the likelihood of the trailer encountering the wake of the lead aircraft in the approach corridor or after taking off.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 14-Dec-2009 by James Grant

ID / Revision: 462 / 3

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Name: [463] Planning Decision: Develop NextGen Equipage Insertion Strategy

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: The NextGen Equipage Insertion Strategy defines current and emerging avionics capabilities and their extendibility to meet NextGen Mid-Term and Far-Term operational capabilities. This decision is a follow-on to the current Equipage Strategy (DP 28) which involves retrofitting existing airframes and using today's legacy avionics systems to provide the initial steps towards NextGen Capabilities.

Target CY Date: 2011 Q3

Decision Type: FAA Strategy

Impacts: NextGen Equipage Strategy [DP 28 FY08] NextGen Equipage Implementation [DP149] Policy Decision-Synchronized Aircraft Equipage with Ground Infrastructure and Acquisition [DP186]

Required Activities: 1. Develop aircraft equipage requirements and ground performance for NextGen capabilities. 2. Incorporate and update equipage strategy based on the results of the Boeing OTA studies. 3. Incorporate GE OTA work and align with 2-DT to 4-DT Evolution Strategy...

System Impacts: NextGen Equipage Strategy [DP 28 FY08] NextGen Equipage Implementation [DP149] Policy Decision-Synchronized Aircraft Equipage with Ground Infrastructure and Acquisition [DP186]

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Dec-2009 by James Grant

ID / Revision: 463 / 11

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Name: [464] Implementation Decision: Apply Equipage Insertion Plan- Output Boeing OTA

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision involves implementing the NextGen Equipage Insertion Strategy. NAS A-G Systems need to be aligned and complimentary with the NextGen Avionics Suite, as developed by ATO and Aircraft and Avionics Manufacturers.

Target CY Date: 2013 Q4

Decision Type: In-Service Decision (ISD)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 05-Nov-2009 by Terry Barcus

ID / Revision: 464 / 8

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Name: [465] Strategy Decision: Define PNT Duplicative Services

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Define an overall GPS backup strategy for Air Traffic Services that require navigation, surveillance, and time aspects. Current reports call for DME/DME, Secondary Surveillance Radar, and ELocan as possible solutions. GPS technology using Space-Based PNT is now widely recognized as an essential element of the global ATM information infrastructure.

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: 

- Policy on Navigation future configuration to be GNSS-based (Aircraft Roadmap - DP 53, FY 2010).
- New GNSS capabilities (Aircraft Roadmap - DP 156, FY 2018).
- Decision to proceed with research & development work for Category-II/III GBAS (Navigation Roa

Required Activities: - Policy on Navigation future configuration to be GNSS-based (Aircraft Roadmap -1. Develop a White Paper to identify PNT issues associated with NextGen ATM applications. Support Navigation Roadmap [FY10- AGT] 2. Evaluate PNT Loss Impact on Aircraft and Ground Systems [AGT FY 10-11] 3. Define Functional and Performance Requirements for.....

System Impacts: - Policy on Navigation future configuration to be GNSS-based (Aircraft Roadmap - DP 53, FY 2010).  
- New GNSS capabilities (Aircraft Roadmap - DP 156, FY 2018).  
- Decision to proceed with research & development work for Category-II/III GBAS (Navigation Roa

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 465 / 13

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Name: [466] Planning Decision: Develop A-G PNT Requirements

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision involves developing Requirements that result from the PNT Backup Strategy. The PNT Backup Strategy may create new Requirements for PNT Architecture (i.e. Automation and NAS A-G Systems).

Target CY Date: 2013 Q4

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: Service Unit / EAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 466 / 12

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Name: [467] Planning Decision: A-G Future Communications Analysis

State: Active

High Priority? No

Planning / Placeholder? Yes



Description: This decision involves developing and analyzing the role of data communications in strategic and tactical operations. The performance requirements are very different based on role of the system and operations to be performed. Need to define the role, responsibilities, and links for Data Communications (command and control) and SWIM-Air (advisory and passenger information). Determine criticality of data and link architecture to support data exchange. Need to determine compatibility between air traffic information security controls and aircraft security controls. Develop an effective means to convert between current aircraft addressing and IP addressing. Define a complementary aircraft Internet Protocol version 6 (IPv6) to interface with the ground IP architecture.

Target CY Date: 2011 Q4

Decision Type: FAA Strategy

Impacts: DP 's 29, 183, 150, 162, 171, 158, 152, 54, 159, 172, 140, 169, 166, 163, 165, 160, 93, 164, 161, 59,

Required Activities: 1. Mixed Communication Capability- Is what is available today compatible with tomorrows systems? 2. Conversion from Analogue to digital for Aircraft. 3. Develop a White Paper in conjunction with WJHTC [AGT FY10-12] 4. Analyze A-G Communications Risks...

System Impacts: DP 's 29, 183, 150, 162, 171, 158, 152, 54, 159, 172, 140, 169, 166, 163, 165, 160, 93, 164, 161, 59,

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 467 / 9

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Name: [469] Planning Decision: Develop Requirements to Implement Independent Operations Below 4300' w/ Dual ILS

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision supports the implementation decision to conduct Independent Closely Spaced Parallel Runway Arrival Operations below 4300' with dual ILS.

Target CY Date: 2012 Q4

Decision Type: In-Service Decision (ISD)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 469 / 10

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Name: [470] Planning Decision: Develop Requirements for Independent Operations below 4300' using PBN

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision supports the implementation of independent Closely Spaced Parallel Runway Operations below 4300' using Performance-Based Navigation (PBN).

Target CY Date: 2014 Q4

Decision Type: In-Service Decision (ISD)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 470 / 11

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Name: [471] Planning Decision: Develop Requirements to Implement Independent Operations Applying Advanced Concepts

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision supports the implementation of Independent Operations to CSPR's applying Advanced CSPO Concepts.

Target CY Date: 2017 Q4

Decision Type: In-Service Decision (ISD)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 471 / 13

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Name: [473] Planning Decision: Develop Requirements for UAS Performance Envelope for UAS Fleets

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision develop requirements for performance envelopes for UAS's that intend to operate in NAS Airspace. The performance envelopes support ATC Interoperability.

Target CY Date: 2011 Q4

Decision Type: In-Service Decision (ISD)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 09-Nov-2009 by Terry Barcus

ID / Revision: 473 / 6

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision develops requirements for UAS ATC Interoperability and performance requirements.

Target CY Date: 2011 Q4

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: Service Unit / EAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 474 / 9

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision develops A-G Functional Allocation Trade Space. NextGen is dependent on a highly integrated Airborne and Ground architecture. To be efficient and cost effective the allocation of functions must be consistent. There are three dimensions to functional allocation that must be considered: Airborne and Ground, Human and Technology, and CNS/ATM.

Target CY Date: 2011 Q3

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: DP's 185, 187, 309, 31, 158, 171, 172, 315, 54, 174, 193, 194

Required Activities: a. Develop a white paper to define the hierarchy in each dimension (Airborne and Ground, Human and Technology, and CSN/ATM. [ FY09-10 AGT] b. Developing Functional allocation model to ensure that the allocations address People, Procedures, Technology & D .....

System Impacts: DP's 185, 187, 309, 31, 158, 171, 172, 315, 54, 174, 193, 194

Approving Authority: Service Unit / EAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 03-Mar-2010 by Terry Barcus

ID / Revision: 475 / 12

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Name: [476] Planning Decision: Apply A-G Functional Allocation Trade Space to NASEA Requirements

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision supports applying Air-Ground Functional Allocation trade space to NASEA requirements development.

Target CY Date: 2013 Q4

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: Service Unit / EAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 03-Mar-2010 by Terry Barcus

ID / Revision: 476 / 14

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Name: [478] Planning Decision: Develop Best Equipped Best Served Strategy to Support Operational Benefits to Equipped Aircraft

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision supports the development of Policy guidance to move from "first come, first served" to "best equipped, best served". This Policy would provide incentives and operational priority to aircraft that equip for NextGen Operations.

Target CY Date: 2012 Q4

Decision Type: In-Service Decision (ISD)

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 478 / 11

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Name: [479] Policy Decision: Best Equipped Best Served Strategy

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This decision reflects the implementation of Policy "Best Equipped- Best Served" to incentivize equipage for NextGen Operations.

Target CY Date: 2014 Q4

Decision Type: FAA Policy

Impacts: tbd

Required Activities: tbd

System Impacts: tbd

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 479 / 13

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Name: [481] Executive Level decisions to move access to Lightning data to NNEW

State: Active

High Priority? No

Planning / Placeholder? No

Description: Executive Level decisions to 1) move Lightning access to NNEW, and 2) afford limited access to proprietary lightning data via 4-D Wx Cube. May be significant cost dependent on scope of access.

Target CY Date: 2013

Decision Type: Final Investment Decision (FID)

Impacts: Minimal impact though SWIM/FTI likely involved as will automated surface observing systems (ASOS/AWOS/AWSS). Add'l processing for NNEW module that would have to correlate lightning location with ASOS/AWOS/AWSS plus provide access to other NAS users as well.

Required Activities: New weather group in NAV Tech Ops and Avn Wx Ofc conduct workups/preps for EC decisions

System Impacts: Minimal impact though SWIM/FTI likely involved as will automated surface observing systems (ASOS/AWOS/AWSS). Add'l processing for NNEW module that would have to correlate lightning location with ASOS/AWOS/AWSS plus provide access to other NAS users as well.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 481 / 2

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Name: [482] IID to transfer most ITWS functionality to NWP WP2 or Tech Refresh ITWS

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Decision to transfer all ITWS functionality (except safety (Microburst Predict) to NWS WP2, or Tech Refresh ITWS systems (including improved data quality, upgraded TWINDS and path-based wind shear) and transfer all functionality (except safety (MB Predict)) to NWP WP3. Also, integrated 8-hour Convective forecast functionality into NWP WP2 along with enhanced aircraft Obs (Turbulence & Humidity)

Target CY Date: 2012

Decision Type: Initial Investment Decision (IID)

Impacts: Mostly to CIWS, NNEW (NWP WP2/3) & ITWS. Minimal impact to users (ANSP & Dispatchers) as SWIM will make Comms transparent.

Required Activities: New Weather group within NAV of Tech Ops with assist from Avn Wx Ofce & ATO-P System Eng'g conduct workups/preps for EC milestone

System Impacts: Mostly to CIWS, NNEW (NWP WP2/3) & ITWS. Minimal impact to users (ANSP & Dispatchers) as SWIM will make Comms transparent.

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety  
Weather

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

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Name:	[483] FID to transfer most ITWS functionality to NWP WP2 or Tech Refresh ITWS
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Investment Decision to transfer all ITWS functionality (except safety (Microburst Predict) to NWS WP2, or Tech Refresh ITWS systems (including improved data quality, upgraded TWINDS and path-based wind shear) and transfer all functionality (except safety (MB Predict)) to NWP WP3. Also, integrated 8-hour Convective forecast functionality into NWP WP2 along with enhanced aircraft Obs (Turbulence & Humidity)
Target CY Date:	2014
Decision Type:	Final Investment Decision (FID)
Impacts:	Mostly to CIWS, NNEW (NWP WP2/3) & ITWS; minimal impact to users (ANSP & Dispatchers) as SWIM will make Comms transparent.
Required Activities:	New Weather group within NAV of Tech Ops with assist from Avn Wx Ofce & ATO-P System Eng'g conduct workups/preps for EC milestone
System Impacts:	Mostly to CIWS, NNEW (NWP WP2/3) & ITWS; minimal impact to users (ANSP & Dispatchers) as SWIM will make Comms transparent.
Approving Authority:	Executive Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Weather
Related Roadmaps:	Safety Weather
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 483 / 2

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Name: [485] ATIS Technical Refresh CRDR

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Automated Terminal Information System requires a technical refresh for new installations, to meet the MTTR target, and to reduce maintenance costs.

Target CY Date: 2010 Q3

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Required Activities: N/A

System Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Approving Authority: Service Unit / EAB

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Terminal Information System

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 485 / 7

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Name: [486] ATIS Technical Refresh IARD

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Automated Terminal Information System requires a technical refresh for new installations, to meet the MTTR target, and to reduce maintenance costs.

Target CY Date: 2010 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Required Activities: N/A

System Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Terminal Information System

Update Date: 23-Nov-2009 by James Grant

ID / Revision: 486 / 6

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Name: [487] ATIS Technical Refresh IID

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Automated Terminal Information System requires a technical refresh for new installations, to meet the MTTR target, and to reduce maintenance costs.

Target CY Date: 2011 Q2

Decision Type: Initial Investment Decision (IID)

Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Required Activities: N/A

System Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None



Primary Roadmap: Communications

Related Roadmaps: Communications  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Terminal Information System

Update Date: 23-Nov-2009 by James Grant

ID / Revision: 487 / 5

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Name: [496] Airport Wireless Communication System IARD

State: Active

High Priority? No

Planning / Placeholder? No

Description: Airport Wireless Communication System will consist of an airport LAN that will provide service primarily to mobile users and secondarily to fixed users.

Target CY Date: 2012 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Required Activities: N/A

System Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications  
Safety  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Wireless Communications System

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 496 / 4

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Name: [497] Airport Wireless Communication System IID

State: Active

High Priority? No

Planning / Placeholder? No

Description: Airport Wireless Communication System will consist of an airport LAN that will provide service primarily to mobile users and secondarily to fixed users.

Target CY Date: 2012 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Required Activities: N/A

System Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications  
Safety  
Airport

Related Decision Points: [498] Airport Wireless Communication System FID (2013 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Wireless Communications System

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 497 / 4

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Name: [498] Airport Wireless Communication System FID

State: Active

High Priority? No

Planning / Placeholder? No

Description: Airport Wireless Communication System will consist of an airport LAN that will provide service primarily to mobile users and secondarily to fixed users.

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Required Activities: N/A

System Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Safety  
Airport

Related Decision Points: [497] Airport Wireless Communication System IID (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Cable Loop  
Airport Wireless Communications System

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 498 / 6

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Name: [499] FID for NEXCOM Segment 2 Modernization Phase 2

State: Active

High Priority? No

Planning / Placeholder? No

Description: NEXCOM Segment 2 modernization consists of the replacement of UHF and VHF radios, UHF and VHF Emergency Transceiver Radois (ETR) and VHF handheld radios for the Terminal and Flight Service environments.

Target CY Date: 2011 Q3

Decision Type: Final Investment Decision (FID)

Impacts: NEXCOM Segment 2 modernization is required to maintain A/G communications capability at the required availability.

Required Activities: None.

System Impacts: NEXCOM Segment 2 modernization is required to maintain A/G communications capability at the required availability.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Enterprise Services  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Emergency Transceiver Replacement  
Ultra High Frequency Ground Radios  
Very High Frequency Ground Radios  
Very High Frequency Handheld Radios

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 499 / 4

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Name: [500] Understand Impact of Environmental Policy on PBN Implementation

State: Active

High Priority? No

Planning / Placeholder? No

Description: Current environmental policies make current PBN implementation schedules untenable. Policy, procedures, and tools need to be developed to address this concern.

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: Severe delay in PBN implementation.  
Inability to meet flight plan goals and congressional mandates.

Required Activities: none

System Impacts: Severe delay in PBN implementation.  
Inability to meet flight plan goals and congressional mandates.

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 500 / 6

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Name: [507] WAAS moves from Phase III to Phase IV

State: Active

High Priority? No

Planning / Placeholder? No

Description: WAAS moves from Phase III to Phase IV

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Safety  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Satellite Based Augmentation System

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 507 / 5

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Name: [511] Decision on national backup

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Strategy on national backup

Target CY Date: 2014

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Aeronautical Information Management Modernization  
Collaborative Air Traffic Management Technologies  
En Route Automation Modernization  
En Route Automation NextGen Mid-Term WP  
Global Navigation Satellite System  
Meteorological and Aeronautical Planning System  
Remote Maintenance and Logging System : NextGen Mid-Term Work Package  
Remote Maintenance and Logging System : SWIM Interface  
Security Integrated Tool Suite  
Terminal Automation Modernization and Replacement  
Terminal Automation NextGen Mid-Term WP  
Time Based Flow Management  
Time Based Flow Management : Integrated Enterprise Solution  
Tower Flight Data Manager

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 511 / 10



Name: [516] Investment Analysis Readiness Decision (IARD) for a Mobile/Transportable Airport Surveillance Radar (MASR)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for a Mobile/Transportable Airport Surveillance Radar (MASR) for use in terminal areas. This system will provide primary and secondary aircraft surveillance. The system will also include a terminal weather detection capability.

Target CY Date: 2011

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: This decision allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.

Required Activities: Develop requirements for a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for use in terminal areas, which includes primary, secondary, weather surveillance and air traffic surveillance security requirements.

System Impacts: This decision allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [515] Concept and Requirements Definition Readiness Decision (CRDR) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2010 Q2)  
[517] Initial Investment Decision (IID) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Mobile/Transportable Airport Surveillance Radar

Update Date: 16-Feb-2010 by James Grant

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Name:	[517] Initial Investment Decision (IID) for a Mobile/Transportable Airport Surveillance Radar (MASR)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Initial Investment Decision (IID) for a Mobile/Transportable Airport Surveillance Radar (MASR) for use in terminal areas. This system will provide primary and secondary aircraft surveillance. The system will also include a terminal weather detection capability.
Target CY Date:	2011 Q4
Decision Type:	Initial Investment Decision (IID)
Impacts:	This IID allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.
Required Activities:	Develop requirements for a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for use in terminal areas, which includes primary, secondary, weather surveillance and air traffic surveillance security requirements.
System Impacts:	This IID allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	None
Primary Roadmap:	Surveillance
Related Roadmaps:	Safety
Related Decision Points:	[516] Investment Analysis Readiness Decision (IARD) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2011) [518] Final Investment Decision (FID) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2012 Q1)
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: Mobile/Transportable Airport Surveillance Radar

Update Date: 16-Feb-2010 by James Grant

ID / Revision: 517 / 6

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Name:	[518] Final Investment Decision (FID) for a Mobile/Transportable Airport Surveillance Radar (MASR)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Final Investment Decision (FID) for a Mobile/Transportable Airport Surveillance Radar (MASR) for use in terminal areas. This system will provide primary and secondary aircraft surveillance. The system will also include a terminal weather detection capability.
Target CY Date:	2012 Q1
Decision Type:	Final Investment Decision (FID)
Impacts:	This FID allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.
Required Activities:	Develop requirements for a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for use in terminal areas, which includes primary, secondary, weather surveillance and air traffic surveillance security requirements.
System Impacts:	This FID allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[517] Initial Investment Decision (IID) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2011 Q4)  
[519] In-Service Decision (ISD) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2014 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Mobile/Transportable Airport Surveillance Radar

Update Date: 16-Feb-2010 by James Grant

ID / Revision: 518 / 4

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Name: [519] In-Service Decision (ISD) for a Mobile/Transportable Airport Surveillance Radar (MASR)

State: Active

High Priority? No

Planning / Placeholder? No

Description: In-Service Decision (ISD) for a Mobile/Transportable Airport Surveillance Radar (MASR) for use in terminal areas. This system will provide primary and secondary aircraft surveillance. The system will also include a terminal weather detection capability.

Target CY Date: 2014 Q4

Decision Type: In-Service Decision (ISD)

Impacts: This decision allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.

Required Activities: Develop requirements for a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for use in terminal areas, which includes primary, secondary, weather surveillance and air traffic surveillance security requirements.

System Impacts: This decision allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [518] Final Investment Decision (FID) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2012 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Mobile/Transportable Airport Surveillance Radar

Update Date: 16-Feb-2010 by James Grant

ID / Revision: 519 / 4

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Name: [522] Transition plan for NAS Programs to use Identity and Key Management Enterprise capability completed

State: Active

High Priority? No

Planning / Placeholder? No

Description: Implementation Decision and Policy for the LAACS or SWIM or both to provide NAS-wide Identity Service and Key Management

Target CY Date: 2015 Q1

Decision Type: FAA Policy

Impacts: Convergent approach for deploying the NAS I&KM service

Required Activities: Provide implementation plans for the NAS I&KM service

System Impacts: Convergent approach for deploying the NAS I&KM service

Approving Authority: Service Unit VP

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Technical Operations  
Safety & Operations Support Office  
National Airspace System Defense/Security Group  
Technical Operations ATC Communications Services Office  
Telecommunications Services Group  
System Wide Information Management Group

Primary Roadmap: Information System Security

Related Roadmaps: Enterprise Services

Related Decision Points: [300] FID for I&KM Mid Term Work Package (2014 Q2)

Replaced By Decision Points: None

Related Assumptions: ISS-10  
ISS-11  
ISS-12  
ISS-13

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 522 / 5

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Name: [523] Air-Ground Data Security Requirements

State: Active

High Priority? No

Planning / Placeholder? No

Description: Air Ground Data Security Requirements. From talk with Vic Patel (Manager Security Engineering, ATO-P, AJP-1740) and Tom McParland, (ICAO Security Sub-Group Lead). As Part of Segment 2 Datacomm, FAA will include Air-ground authentication. In the ATN, keys are exchanged by the Context Management Application and message authentication is then performed by other applications (e.g. Controller Pilot Data Link Communications). Work reflects ICAO Doc 9705, Edition 3, and ICAO Doc 9880. Work is similar to implementation of Secure ACARS.

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 523 / 5

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Name: [524] Air-Ground Comm Issues

State: Active

High Priority? No

Planning / Placeholder? No

Description: Comm Issues: VDL2 and SWIM Portal, A-G, G-G FTI interfaced miss id'ed om a-g map, L-Band ??, v4 and v6, 5 GHz, DLK recording, Air-Ground security, cellular

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Nov-2009 by David Bartlett

ID / Revision: 524 / 3

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Name: [525] UAS Conformance

State: Active

High Priority? No

Planning / Placeholder? No

Description: UAS Conformance: SC-203 Do-204 appendix on ATC requirements for UAS. This really is Gap Group (Negotiated Trajectory), since Trajectory Operations transparent to ATM

Target CY Date: 2011

Decision Type: FAA Policy



Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Nov-2009 by David Bartlett

ID / Revision: 525 / 3

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Name: [526] Rule of ADS-B/DataComm Intent Data

State: Active

High Priority? No

Planning / Placeholder? No

Description: Rule of ADS-B/DataComm Intent Data

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Nov-2009 by David Bartlett

ID / Revision: 526 / 4

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Name: [527] Decision on proposed set of trajectory Management performance levels

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision on proposed set of trajectory Management performance levels

Target CY Date: 2018

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 527 / 2

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Name: [528] NextGen FMS

State: Active

High Priority? No

Planning / Placeholder? No

Description: NextGen FMS

Target CY Date: 2019

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 528 / 2

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Name: [530] GBAS MOPS

State: Active

High Priority? No

Planning / Placeholder? No

Description: GBAS MOPS

Target CY Date: 2012

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 530 / 3

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Name: [531] Supersonic Business Jet (NASA)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Supersonic Business Jet (NASA)

Target CY Date: 2015

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 531 / 2

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Name: [532] Small Supersonic Airliner (NASA)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Small Supersonic Airliner (NASA)

Target CY Date: 2019

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 11-Dec-2009 by James Grant

ID / Revision: 532 / 4

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Name: [533] Efficient Multi-Mach aircraft (NASA)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Efficient Multi-Mach aircraft (NASA)

Target CY Date: 2025

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 533 / 2

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Name: [534] New Engine

State: Active

High Priority? No

Planning / Placeholder? No

Description: New Engine

Target CY Date: 2016

Decision Type: FAA Strategy



Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 534 / 2

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Name: [535] RNAV above FL 180

State: Active

High Priority? No

Planning / Placeholder? No

Description: RNAV above FL 180

Target CY Date: 2015

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 535 / 3

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Name: [536] RNP 2 above FL 290

State: Active

High Priority? No

Planning / Placeholder? No

Description: RNP 2 above FL 290

Target CY Date: 2015

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 536 / 3

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Name: [540] RNP 2 Routes

State: Active

High Priority? No

Planning / Placeholder? No

Description: RNP 2 Routes

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 540 / 2

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Name: [541] RNP 4 and 30/30 in WATRS

State: Active

High Priority? No

Planning / Placeholder? No

Description: RNP 4 and 30/30 in WATRS

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 541 / 2

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Name: [542] RNAV for all of CONUS airspace

State: Active

High Priority? No

Planning / Placeholder? No

Description: RNAV for all of CONUS airspace

Target CY Date: 2016

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 542 / 3

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Name: [543] RNAV for all "busy" airspace

State: Active

High Priority? No

Planning / Placeholder? No

Description: RNAV for all "busy" airspace

Target CY Date: 2016

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 543 / 3

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Name: [544] SC 214 Avionics SC-24 Avionics

State: Active

High Priority? No

Planning / Placeholder? No

Description: SC 214 Avionics SC-24 Avionics

Target CY Date: 2014

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 544 / 2

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Name: [545] SC-214 MOPS

State: Active

High Priority? No

Planning / Placeholder? No

Description: SC-214 MOPS

Target CY Date: 2011

Decision Type: FAA Policy



Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 545 / 2

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Name: [546] Upset Aircraft Recovery-Controls

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Upset Aircraft Recovery -Controls

Target CY Date: 2017

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 546 / 5

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Name: [547] Crashworthiness

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Crashworthiness

Target CY Date: 2018

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 547 / 4

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Name: [548] Envelope Protection

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Envelope Protection

Target CY Date: 2019

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 548 / 3

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Name: [549] Flight Crew Awareness

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Flight Crew Awareness

Target CY Date: 2019

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 549 / 3

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Name: [550] Phase out of engines

State: Active

High Priority? No

Planning / Placeholder? No

Description: Phase out of engines

Target CY Date: 2020

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 550 / 2

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Name: [551] Phase out Fuels/Alternative Fuels Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: Phase out Fuels/Alternative Fuels Decision

Target CY Date: 2020

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 551 / 2

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Name: [555] Strategy for transition to LED Airport/Approach Lighting

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy for transition to LED Airport/Approach Lighting

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Navigation  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Enhanced Flight Vision System

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 555 / 4

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Name: [557] MASPS for Advanced Vision Systems for Landing

State: Active

High Priority? No

Planning / Placeholder? No

Description: MASPS for Advanced Vision Systems for Landing

Target CY Date: 2011

Decision Type: FAA Policy



Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Enhanced Flight Vision System

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 557 / 3

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Name: [558] LED Approach/Airport Lighting Phase In

State: Active

High Priority? No

Planning / Placeholder? No

Description: LED Approach/Airport Lighting Phase In

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Enhanced Flight Vision System

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 558 / 3

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Name: [559] AC20-VS for Advanced Vision Systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: AC 20-Vision System incorporates what is in DO-315. I hope to have this out for public comment before 11/26/09. ETA for completion is March 2010

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Synthetic Vision System

Update Date: 03-Mar-2010 by David Bartlett

ID / Revision: 559 / 8

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Name: [561] EISA Compliance Policy

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: EISA Compliance Policy

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Synthetic Vision System

Update Date: 01-Feb-2010 by David Bartlett

ID / Revision: 561 / 4

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Name: [562] MOPS for UAS pilot to aircraft communications link

State: Active

High Priority? No

Planning / Placeholder? No

Description: MOPS for UAS pilot to aircraft communications link

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: NULL

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 562 / 2

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Name: [563] Define Collaborative Integrated Flight Deck Decision Support Requirements

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2014

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 563 / 5

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Name: [564] Identify Unique Requirements for Single Pilot Operations

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2014

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 17-Feb-2010 by Dalmacio La-O

ID / Revision: 564 / 3

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Name: [565] Define New and Recurrent Pilot/AOC Training and Certification Requirements

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2013

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 565 / 4

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Name: [566] Establish Air Crew Segment 2 DataComm Requirements for Displays & Procedures

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2013

Decision Type: FAA Policy



Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 566 / 3

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Name: [567] Define Procedures and Training Requirements for Low Visibility Ground Operations

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2013

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 567 / 4

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Name: [568] Define Human Factors Guidelines for NextGen Instrument Procedures

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 568 / 4

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Name: [569] Determine Enhanced Flight Deck Displays for Separation and Collision Avoidance

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2014

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 569 / 4

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Name: [570] Determine Flight Deck Display and Procedures for Trajectory Based Operations

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2014

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 570 / 4

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Name: [571] Provide HF Requirements for Tech Ops Workforce and Workstation

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2017

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 571 / 4

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Name: [572] Provide Requirements and Standards for Personnel Selection, Training, and Staffing

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2017

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 572 / 4

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Name: [573] Provide HSI Requirements for Cross-Domain ATC Decision Support Tools

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2012

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 573 / 4

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Name: [574] Provide HSI Requirements for Workstation Integration

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2012

Decision Type: FAA Policy



Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 574 / 4

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Name: [575] Provide HSI Requirements to Support ATC Efficiency and Effectiveness Objectives

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2015

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: [577] Prototype application of internationally harmonized human reliability assessment tool requirements (2010 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 575 / 4

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Name: [576] Provide ATC/FD DataComm Concept of Operations

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2012

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 576 / 5

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Name: [577] Prototype application of internationally harmonized human reliability assessment tool requirements

State: Active

High Priority? No

Planning / Placeholder? No

Description: There are many proposed changes in the roles, responsibilities, and job tasks of air traffic controllers over the next ten years, with each change potentially affecting the overall safety of the NAS. There is a critical need for a tool to effectively and efficiently analyze the probability of human errors resulting from these changes. Such a tool could be used for both high-level safety analyses as well as for detailed analyses of specific operational changes during the Safety Risk Management process of the FAA's Safety Management System.

With origins in the nuclear industry, Human Reliability Assessment (HRA) has been used effectively to understand human error potential for many years. At its core, HRA calculates quasi-quantitative estimates of human error probabilities for given systems or tasks. Over the years, a variety of HRA tools have been developed to meet the needs of specific industries including, nuclear, rail, and more recently, air traffic control. Eurocontrol has begun development of the Controller Action Reliability Assessment (CARA) tool, which it is hoped will provide insights into

human performance and safety.

The goal of this project is support Eurocontrol's development effort and in turn to create a tool the FAA can use to analyze human reliability. This will be accomplished through a series of focused tasks. The first task involved searching for operational and research data which could be used to improve the nominal human error probability dataset which underlies the tool's generic task types. The second task was similar to the first, with the focus shifted towards finding research data to support the Error Producing Conditions dataset. With the tool development effort complete, the tool will be tested and applied to a variety of NextGen midterm operations.

Summary: With the many proposed changes to the roles and responsibilities of controllers under NextGen operations, a tool is needed to assess the effects of these changes on human performance.

Target CY Date: 2010 Q4

Decision Type: FAA Policy

Impacts: ATC Operations

Required Activities: Researcher's at TASC, Inc. have collaborated with researchers at Eurocontrol under the Action Plan 15 joint safety working group in an effort to develop a human reliability assessment tool for air traffic control. The current effort builds on the Eurocontrol effort, utilizing scientific literature and operational data to create a prototype tool. The tool is called the Controller Action Reliability Assessment tool, or CARA, and is currently in the testing and validation stages.

Tasks and/or measures:

- TASC to develop database capturing Human errors and the Probability of Human errors.
- Safety, Design and Engineering assessment.

System Impacts: ATC Operations

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: Human Factors Research & Engineering Group

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: [575] Provide HSI Requirements to Support ATC Efficiency and Effectiveness Objectives (2015)

Replaced By Decision Points: None

Related Assumptions: HSI-01  
HSI-04  
HSI-06

Related Systems: Advanced Technologies and Oceanic Procedures  
Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation  
Aeronautical Information Management Modernization  
Collaborative Air Traffic Management Technologies  
Collaborative Decision Making Network  
Departure Spacing Program  
Dynamic Ocean Tracking System Plus

En Route Automation Modernization  
Global Positioning System  
Ground Based Augmentation System  
Hazard Tracking System  
Host ATM Data Distribution System  
Host Computer System  
Host Computer System/Oceanic Computer System Replacement  
Oceanic Display and Planning System  
Oceanic Flight Data Processing System  
Operational and Supportability Implementation System (Alaska)

Update Date: 05-Mar-2010 by Terry Barcus

ID / Revision: 577 / 21

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Name:	[578] Determine guidelines for FD functional allocation and automation roles
State:	Active
High Priority?	No
Planning / Placeholder?	Yes
Description:	TBD
Target CY Date:	2014
Decision Type:	FAA Policy
Impacts:	TBD
Required Activities:	TBD
System Impacts:	TBD
Approving Authority:	Service Unit VP
Lead Organization:	Human Factors Research & Engineering Group
Supporting Orgs:	None
Primary Roadmap:	Human Systems Integration
Related Roadmaps:	None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 578 / 5

---

Name: [579] Provide requirements for FD & A/G human error mitigation

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2014

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 579 / 5

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Name: [580] Determine human reliability requirements for safety risk management

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2013

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 580 / 5

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Name: [581] Provide HF Tech Ops requirements for enhanced Support Services Facilities/Operations

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2017

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None



Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 581 / 6

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Name: [582] Provide HF Tech Ops requirements for advanced support services & engineering infrastructure

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2022

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 582 / 4

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Name: [583] Initial HF Requirements for Common Workstation

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2011

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 583 / 5

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Name: [584] NextGen strategic job selection requirements

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: TBD

Target CY Date: 2012

Decision Type: FAA Policy

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Approving Authority: Service Unit VP

Lead Organization: Human Factors Research & Engineering Group

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 01-Mar-2010 by Terry Barcus

ID / Revision: 584 / 3

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Name: [585] Transition plan for NAS Programs to use the Intrusion Detection & Response capability completed

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to Implement Intrusion Detection and Response Capability in NAS domain systems.

Target CY Date: 2011 Q3

Decision Type: FAA Policy

Impacts: Implement Intrusion Detection and Response Capability in NAS domain systems.

Required Activities: Policy Decision to Implement Intrusion Detection and Response Capability in NAS domain systems.

System Impacts: Implement Intrusion Detection and Response Capability in NAS domain systems.

Approving Authority: Executive Council

Lead Organization: System Engineering & Support Group

Supporting Orgs: Technical Operations  
Business Management Group  
National Airspace System Defense/Security Group  
Technical Operations ATC Communications Services Office  
Telecommunications Services Group  
System Wide Information Management Group

Primary Roadmap: Information System Security

Related Roadmaps: Enterprise Services

Related Decision Points: [294] IARD for Mid Term Work Package (2011 Q1)

Replaced By Decision Points: None

Related Assumptions: ISS-03  
ISS-04  
ISS-05  
ISS-06  
ISS-07

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 05-Mar-2010 by James Grant

ID / Revision: 585 / 6

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Name: [586] Transition plan for NAS Programs to use the Certified Software Management capability completed

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Implementation decision to use CSM Support system of the NAS Enterprise Architecture (NESA).

Target CY Date: 2015 Q3

Decision Type: FAA Policy

Impacts: Implementation decision to use CSM Support system of the NAS Enterprise Architecture (NESA).

Required Activities: Policy decision to use CSM Support system of the NAS Enterprise Architecture (NESA).

System Impacts: Implementation decision to use CSM Support system of the NAS Enterprise Architecture (NESA).

Approving Authority: Executive Council

Lead Organization: System Engineering & Support Group

Supporting Orgs: Technical Operations  
Safety & Operations Support Office  
National Airspace System Defense/Security Group  
Technical Operations ATC Communications Services Office  
Telecommunications Services Group  
System Wide Information Management Group

Primary Roadmap: Information System Security

Related Roadmaps: Enterprise Services

Related Decision Points: [295] FID for ID&R, EBP, IPE, and CSM capabilities of Mid Term Work Package (2013 Q1)

Replaced By Decision Points: None

Related Assumptions: ISS-14  
ISS-15  
ISS-16

Related Systems: Aeronautical Information Management Modernization  
Collaborative Air Traffic Management Technologies  
En Route Automation NextGen Mid-Term WP  
Meteorological and Aeronautical Planning System  
Mid Term Information Systems Security Work Package  
Remote Maintenance and Logging System : NextGen Mid-Term Work Package  
Security Integrated Tool Suite  
Terminal Automation NextGen Mid-Term WP  
Time Based Flow Management : Integrated Enterprise Solution  
Tower Flight Data Manager

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 586 / 8

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Name: [588] Transition plan for NAS Programs to use the Internal Policy Enforcement capability completed

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Major NAS systems commit to adopt and implement the IPE capability

Target CY Date: 2013 Q2

Decision Type: FAA Policy

Impacts: Major NAS systems commit to adopt and implement the IPE capability

Required Activities: Major NAS systems commit to adopt and implement the IPE capability

System Impacts: Major NAS systems commit to adopt and implement the IPE capability

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: Enterprise Services

Related Decision Points: [295] FID for ID&R, EBP, IPE, and CSM capabilities of Mid Term Work Package (2013 Q1)

Replaced By Decision Points: None

Related Assumptions: IPE-01

Related Systems: Aeronautical Information Management Modernization  
Collaborative Air Traffic Management Technologies  
En Route Automation NextGen Mid-Term WP  
Meteorological and Aeronautical Planning System  
Mid Term Information Systems Security Work Package  
Remote Maintenance and Logging System : NextGen Mid-Term Work Package  
Security Integrated Tool Suite  
Terminal Automation NextGen Mid-Term WP  
Time Based Flow Management : Integrated Enterprise Solution  
Tower Flight Data Manager

Update Date: 10-Mar-2010 by Keith Talbert

ID / Revision: 588 / 14

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Name: [589] Transition plan for NAS Programs to use the External Boundary Protection capability completed

State: Active

High Priority?	Yes
Planning / Placeholder?	No
Description:	Decision to adopt and implement the EBP capability.
Target CY Date:	2011 Q2
Decision Type:	FAA Policy
Impacts:	Decision to adopt and implement the EBP capability.
Required Activities:	Decision to adopt and implement the EBP capability.
System Impacts:	Decision to adopt and implement the EBP capability.
Approving Authority:	Executive Council
Lead Organization:	Operations and Integration Support Group
Supporting Orgs:	Technical Operations Safety & Operations Support Office National Airspace System Defense/Security Group Technical Operations ATC Communications Services Office Telecommunications Services Group System Wide Information Management Group
Primary Roadmap:	Information System Security
Related Roadmaps:	Enterprise Services
Related Decision Points:	[294] IARD for Mid Term Work Package (2011 Q1)
Replaced By Decision Points:	None
Related Assumptions:	ISS-08 ISS-09
Related Systems:	Mid Term Information Systems Security Work Package
Update Date:	05-Mar-2010 by James Grant
ID / Revision:	589 / 8

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Name:	[593] Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system will evaluate what is required to sustain the ATCBI-5 and support Surveillance Interface Modernization (SIM) requirements for ASTERIX formatted data and Internet Protocol addressing for data distribution.
Target CY Date:	2010 Q2
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.
Required Activities:	Approve ATCBI-5 SLEP and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressing. Assess new requirements to ATCBI secondary/beacon surveillance data.
System Impacts:	The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.
Approving Authority:	Joint Resource Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Surveillance
Related Decision Points:	[393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system (2010 Q4)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Air Traffic Control Beacon Interrogator : Model 5
Update Date:	30-Dec-2009 by James Grant

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Name:	[594] Strategy Decision for Flight Services Facilities
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Strategy Decision for continuation of Flight Services in Alaska - Concept of Operations Meets NextGen
Target CY Date:	2011 Q3
Decision Type:	FAA Strategy
Impacts:	None
Required Activities:	None
System Impacts:	None
Approving Authority:	Service Unit VP
Lead Organization:	Flight Services Program Operations Office
Supporting Orgs:	None
Primary Roadmap:	Facilities
Related Roadmaps:	Automation
Related Decision Points:	[126] Initial Investment Decision (IID) Flight Services Facilities (2013 Q4) [127] Final Investment Decision (FID) Flight Services Facilities (2015 Q4) [595] IARD for Continuation of Flight Services (2012 Q3)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Meteorological and Aeronautical Planning System

Update Date: 25-Feb-2010 by David Yaeger

ID / Revision: 594 / 9

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Name: [595] IARD for Continuation of Flight Services

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for Continuation of Flight Services in Alaska - Concept of Operations Meets NextGen

Target CY Date: 2012 Q3

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Flight Services Program Operations Office

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Automation

Related Decision Points: [126] Initial Investment Decision (IID) Flight Services Facilities (2013 Q4)  
[127] Final Investment Decision (FID) Flight Services Facilities (2015 Q4)  
[594] Strategy Decision for Flight Services Facilities (2011 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Meteorological and Aeronautical Planning System

Update Date: 25-Feb-2010 by David Yaeger

ID / Revision: 595 / 9

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Name: [596] Traffic Flow Management Sustainment Final Investment Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Traffic Flow Management (TFM) Sustain decision requests funding for two years for hardware technology refresh, revalidation of operations, and TFM program maintenance including the TFM System Processing Center which was established in 2005.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: TFM

Required Activities: none

System Impacts: TFM

Approving Authority: Executive Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-05  
AUTO-06  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: Traffic Flow Management System

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 596 / 8

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Name:	[597] RSA NAVAID Improvement
State:	Active
High Priority?	No
Planning / Placeholder?	Yes
Description:	RSA NAVAID Improvement
Target CY Date:	2015
Decision Type:	FAA Strategy
Impacts:	N/A
Required Activities:	N/A
System Impacts:	N/A
Approving Authority:	NULL
Lead Organization:	Office of Airport Planning & Programming
Supporting Orgs:	None
Primary Roadmap:	Airport
Related Roadmaps:	Safety
Related Decision Points:	None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 03-Feb-2010 by Richard Shaw

ID / Revision: 597 / 4

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Name: [598] Decision on Requirements/Policy for of beacon/transponders for airport surface vehicles

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Decision on Requirements/Policy for of beacon/transponders for airport surface vehicles

Target CY Date: 2015

Decision Type: FAA Policy

Impacts: N/A

Required Activities: N/A

System Impacts: N/A

Approving Authority: NULL

Lead Organization: Office of Airport Planning & Programming

Supporting Orgs: None

Primary Roadmap: Airport

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 18-Feb-2010 by Richard Shaw

ID / Revision: 598 / 4

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Name: [599] Decision on Requirements/Policy for Surface Moving Maps on Airport Surface Vehicles

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Decision on Requirements/Policy for Surface Moving Maps on Airport Surface Vehicles

Target CY Date: 2015

Decision Type: FAA Policy

Impacts: N/A

Required Activities: N/A

System Impacts: N/A

Approving Authority: NULL

Lead Organization: Office of Airport Planning & Programming

Supporting Orgs: None

Primary Roadmap: Airport

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 18-Feb-2010 by Richard Shaw

ID / Revision: 599 / 4

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Name: [600] HF Moving Map Design Guide

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: HF Moving Map Design Guide

Target CY Date: 2011

Decision Type: FAA Strategy

Impacts: N/A

Required Activities: N/A

System Impacts: N/A

Approving Authority: NULL

Lead Organization: Office of Airport Planning & Programming

Supporting Orgs: None

Primary Roadmap: Airport

Related Roadmaps: None

Related Decision Points: None



Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 18-Feb-2010 by Richard Shaw

ID / Revision: 600 / 4

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Name: [601] Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: defines the Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package.

Required Activities: Approve Concept and Requirements Definition Readiness (CRDR) phase for Information Systems Security Mid Term Work Package.

System Impacts: defines the Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package.

Approving Authority: Service Unit / EAB

Lead Organization: Information Security Team

Supporting Orgs: None

Primary Roadmap: Information System Security

Related Roadmaps: Information System Security

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: ISS-01  
ISS-02  
ISS-03  
ISS-04  
ISS-05  
ISS-06  
ISS-07  
ISS-08  
ISS-09  
ISS-10  
ISS-11  
ISS-12  
ISS-13  
ISS-14  
ISS-15  
ISS-16

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 16-Nov-2009 by Don Embt

ID / Revision: 601 / 4

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Name: [602] Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Far Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Far Term Work Package

Target CY Date: 2017 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: Defines the Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package.

Required Activities: Approve Concept and Requirements Definition Readiness (CRDR) phase for Information Systems Security Mid Term Work Package.

System Impacts: Defines the Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package.

Approving Authority: Service Unit / EAB

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: [298] IARD for Far Term Work Package (2018 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Far Term Information Systems Security Work Package

Update Date: 16-Nov-2009 by Don Embt

ID / Revision: 602 / 4

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Name: [603] LED Prototypes available for testing

State: Active

High Priority? No

Planning / Placeholder? No

Description: LED Prototypes available for testing

Target CY Date: 2012

Decision Type: FAA Strategy

Impacts: LED lamps will replace current lighting and prototype testing must be done.

Required Activities: Release of SIR; coordination with AIR-130 on EFVS.

System Impacts: LED lamps will replace current lighting and prototype testing must be done.

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 19-Feb-2010 by Charles Horne

ID / Revision: 603 / 5

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Name: [604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: In-Service Decision (ISD) for Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems. This decision includes a portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems.

Target CY Date: 2013 Q4

Decision Type: In-Service Decision (ISD)

Impacts: This In-Service Decision (ISD) declares Surveillance Interface Modernization (SIM) operational in surveillance and automation systems with benefits of:  
1. Improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.  
2. Enable implementing Big Airspace operations.

Required Activities: Certify operational readiness for operations using SIM implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems.

System Impacts: This In-Service Decision (ISD) declares Surveillance Interface Modernization (SIM) operational in surveillance and automation systems with benefits of:  
1. Improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.  
2. Enable implementing Big Airspace operations.

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: None

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)  
[103] Final Investment Decision for technology refresh of beacons (ATCBI-6) (2014)  
[256] Final Investment Decision for ASR-11 Technology Refresh Segment 2 (through 2025) (2013)  
[390] Final Investment Decision for legacy beacon (Mode S) SLEP through 2025 (2011 Q4)  
[391] Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025 (2011 Q4)  
[392] Final Investment Decision for legacy radar (ASR-9) SLEP through 2025 (2011 Q4)  
[394] Final Investment Decision for Technology Refresh of ATCBI-5 beacon system (2012)  
[395] Initial Investment Decision for Technology Refresh of ATCBI-6 beacon system (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 5  
Air Traffic Control Beacon Interrogator : Model 6  
Airport Surveillance Radar : Model 11  
Airport Surveillance Radar : Model 8  
Airport Surveillance Radar : Model 9  
Digital Airport Surveillance Radar  
Mode Select  
Surveillance Interface Modernization

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 604 / 4

State: Active

High Priority? No

Planning / Placeholder? No

Description: Plan for procurement or development of a common display for IDS in Terminal and EnRoute.

Target CY Date: 2012

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [65] Common Information Display Systems (IDS) capability in En Route and Terminal Final Investment Decision (2014)  
[385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Surface Observing System Controller Equipment Information Display System  
En Route Information Display System  
Systems Atlanta Information Display System

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 605 / 7

